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ALL-NEW POLESTAR SUV

Inside story on future Tesla Model Y rival

EXCLUSIVE IMAGES

FIVE NEW KIAS

2025 LAID BARE EV5, EV4, Sportage and Ceed on the way (plus baby EV2!)

DRIVEN THIS WEEK

NEW CITROEN C4

Bold facelift for family car favourite

TESTED UK'S BEST 4x4s

New Toyota Land Cruiser vs Ineos Grenadier

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HOT 300BHP LEXUS

First verdict on rapid LBX Morizo RR

PLUS Lexus's faster future revealed

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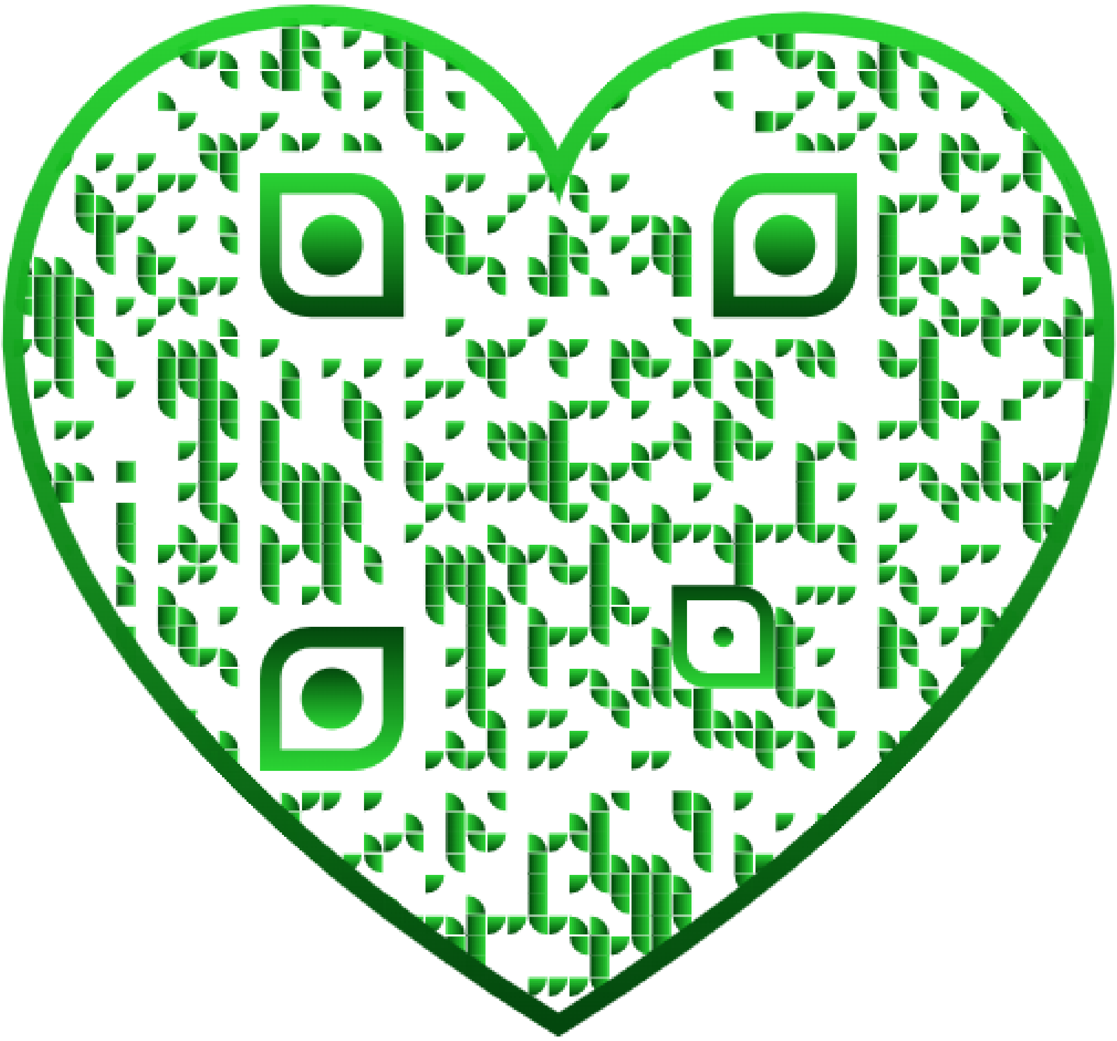

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Strategic partnerships managers:
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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

WRITING anything about Tesla is always a bit of a step into the unknown, because it has such a loyal and vociferous fanbase.

But that status prompted a chat within the Auto Express team about when the actions of a leader start hurting sales, even for the brand that had the UK's top-selling EV last year.

There's no question that Elon Musk's high profile and combative, disruptive nature have played a huge part in making Tesla the most impressive start-up car company in history.

But if aligning himself with Donald Trump, the most divisive leader of any nation in recent Western political history, wasn't enough, last week's storm over his 'Nazi salute' – whether it was an awkward mistake or a deliberate and incredibly awful attempt to be controversial – must surely have people debating whether they really want to be associated with the company. With Musk subsequently being both unrepentant and publicly critical of those who labelled it a Nazi gesture, we may never know what his thinking was.

In the early days of Tesla, Musk had an almost unquestioning following, but his EVs are now being bought in huge numbers by people all over the world who just want a good car, and don't necessarily want to be seen to endorse the choices made by its owner, especially with him being so close to Trump.

Tesla's win at an industry awards event last week provoked a chorus of boos, which I'd never witnessed before, and public opinion may not be far behind.

It's a brand that has always rewritten the rules and succeeded when it looked like it shouldn't, but it's now entering a critical period. The Model 3 was updated in late 2023, and the facelifted Model Y follows this year. But from a European perspective, there's little else new on the horizon.

As mainstream car makers get better and better at electric vehicles, Tesla's advantage is being eroded. And with a limited and ageing model range of two cars in the UK, it may find it increasingly difficult to stay competitive.

But a potential demise for the brand has been forecast for years, and in sales terms, things look healthier than ever. Yet, as always, with the world's most radical and controversial car company, absolutely anything could happen next.

> "ELON MUSK'S 'NAZI SALUTE' STORM LAST WEEK MUST SURELY HAVE PEOPLE DEBATING WHETHER OR NOT THEY REALLY WANT TO BE ASSOCIATED WITH TESLA"

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

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Online plan sparks security fears

OFFICIAL

Covers will come off the new EV4 and EV5 in the second h

Automedia

Richard Ingram

Richard.Ingram@autoexpress.co.uk

AEX KIA is gearing up for another significant year as it plans to launch three new EVs, a range of electric vans, plus a smattering of petrol and hybrid models – including an all-new take on the Ceed family hatchback and a facelift for the big-selling Sportage.

The first electric model to make an appearance will be the Kia EV4, which Paul Philpott, president and CEO of Kia UK, told us to expect in “the second half of this year”. The zero-emissions hatchback will be built at the firm’s factory in Slovakia, and is designed to take on popular models such as the Cupra Born and Volkswagen ID.3.

We’ve seen the EV4 testing in both hatch (right) and four-door saloon guises. The former is likely to be the more popular in the UK, with a look inspired by the EV4 concept, plus the recently facelifted EV6. Expect thin vertical LED daytime running lights and separate headlight clusters, as well as a relatively clean front end with cooling in the lower part of the bumper.

No specifications have been revealed, but we expect the EV4 to sit on the same platform as the recently launched EV3 crossover, with the same two battery options but a slightly longer range thanks to its lower, more aerodynamic body. That could theoretically mean 400 miles or more on a charge.

To be competitive in this hotly contested part of the market, Kia will need to achieve a starting price of around £30,000 while still offering the technology, range and charging speeds that buyers demand. Being able to lean heavily on its EV3 underpinnings will help the EV4 in this regard; that car gets a slick twin-screen dashboard and future-proofed vehicle-to-load (V2L) technology, and we expect the EV4 to follow suit.

The E-GMP platform will also allow for practicality advantages, with a longer wheelbase and a flat floor in the rear helping to boost passenger room. It should also trump the Cupra and VW for boot space – as has long been the case with Kia’s petrol cars. There is no suggestion that the ▶

AEX **SPIED**

Automedia

NEW KIA BLITZ

alf of the year, with the smallest EV2 to follow. Petrol models are also in the pipeline

LEFT TO RIGHT
The EV2 should be launched late this year, following the EV5 and EV4. An updated Sportage and a new Ceed hatchback will also appear

> "WE ARE CONTINUING TO INVEST IN ICE AND HYBRID POWERTRAINS, AND WILL CONTINUE TO SELL THEM FOR AS LONG AS WE'RE ALLOWED TO"
>
> **PAUL PHILPOTT** President and CEO, Kia UK

EV5
Movement that inspires

EV4
New hatchback could have a range of more than 400 miles on a charge

EV5
SUV will feature one electric motor on the rear axle, and could cost less than £40k

New EV5 SUV will top up battery from 30-80 per cent in just 27 minutes

> **"SPRINKLED IN AMONG THE NEW EVs WILL BE A HEAVY FACELIFT FOR THE KIA SPORTAGE. POWERTRAINS ARE UNLIKELY TO CHANGE ALL THAT MUCH"**

SPORTAGE
Updated SUV looks significantly different, although the changes are less radical underneath

hatch will be followed by a EV4 Sportswagon or estate at this stage.

Philpott told us the EV5 will quickly follow the EV4, before "going on sale in quarter four". The Sportage-sized electric SUV is built in South Korea and is already available in foreign markets such as China and Australia. We know it'll be offered with standard, long-range and long-range AWD powertrain options, with up to 345 miles from a charge. Despite using 400-volt electrical architecture (the larger EV6 and EV9 are 800V) Kia claims the EV5 can top up from 30 to 80 per cent in 27 minutes.

We expect the EV5 will prove an especially popular car for Kia, given its established roots in the mid-size SUV market and the success of the petrol Sportage in recent years. Base cars will get a single motor mounted to the front axle, and when matched to the smaller 64kWh battery, could feasibly sneak in under £40,000. That would give rivals such as the Skoda Enyaq and Tesla Model Y something to worry about, and keep the Kia one step ahead of the forthcoming new-model onslaught from the growing army of Chinese car makers.

Top-spec EV5s will use a larger 88kWh battery with either front or all-wheel drive. The latter is likely to get upwards of 300bhp and 480Nm of torque, for a 0-62mph time of around six seconds. Kia has previously said it would be interested in exploring high-power GT variants for all its EVs, so a faster EV5 could be in the pipeline.

"Not far beyond that, we'll have EV2," Philpott told us, with the brand's smallest EV pencilled in for the back end of 2025, or possibly early in 2026. We've spotted it testing (below), with the Renault 5 rival set to get an upright body with subtle cladding for a mini-SUV stance. The Kia is likely to use a bigger battery than its main rivals, which should give some models more than 250 miles of range, plus competitive charging speeds.

Prototypes still wear disguises, yet it's all but certain that the Kia 'family face' seen on the EV3, EV5, EV6 and EV9 will be condensed into a more compact package for the EV2. That tall body should translate to plenty of cabin space, with a familiar dash layout and infotainment options.

Kia will also put increased focus on its line-up of bespoke electric vans, with the firm's PBV (Platform Beyond Vehicle) business set to launch at the Commercial Vehicle Show in Birmingham at the end of April. The first model will go on sale in the UK before the end of the year.

Sprinkled in among these new electric vehicles will be a handful of new or updated petrol and hybrid cars, including a Europe-specific facelift for the Kia Sportage, which was originally shown in Korean specification late last year before being revealed in full (right) at the Los Angeles Auto Show in November.

Due within the next few months, the updated car will be virtually identical visually, but based on the shorter-wheelbase model that achieved huge success as the UK's second best-selling car in 2024. Powertrain choices are unlikely to change all that much from those currently offered, with a choice of mild, full and plug-in hybrid engine options, plus front or all-wheel drive.

There's a good chance we'll also be treated to an all-new Kia Ceed sometime in 2025, based on the K4 already on sale in the US (which we drove in issue 1,865). The Ceed will sit alongside the EV4 to satisfy ongoing demand for Volkswagen Golf-sized petrol and hybrid hatchbacks, with Philpott saying: "We are continuing to invest in ICE and hybrid powertrains, and we'll continue to sell them for as long as we're allowed to – in the volumes that we're allowed to sell them in."

However, while the US still majors on the saloon bodystyle, the UK and Europe are more likely to get a Ceed-badged take on the five-door K4 revealed last summer (below, right). Prices should start from less than £27,000 for a basic mild-hybrid petrol model, with Kia charging a premium for plug-in models and higher-spec GT-Line trims.

AEX SPIED
Automedia

EV2
Forthcoming small EV will have SUV looks, and could trump its rivals with a battery range of 250 miles

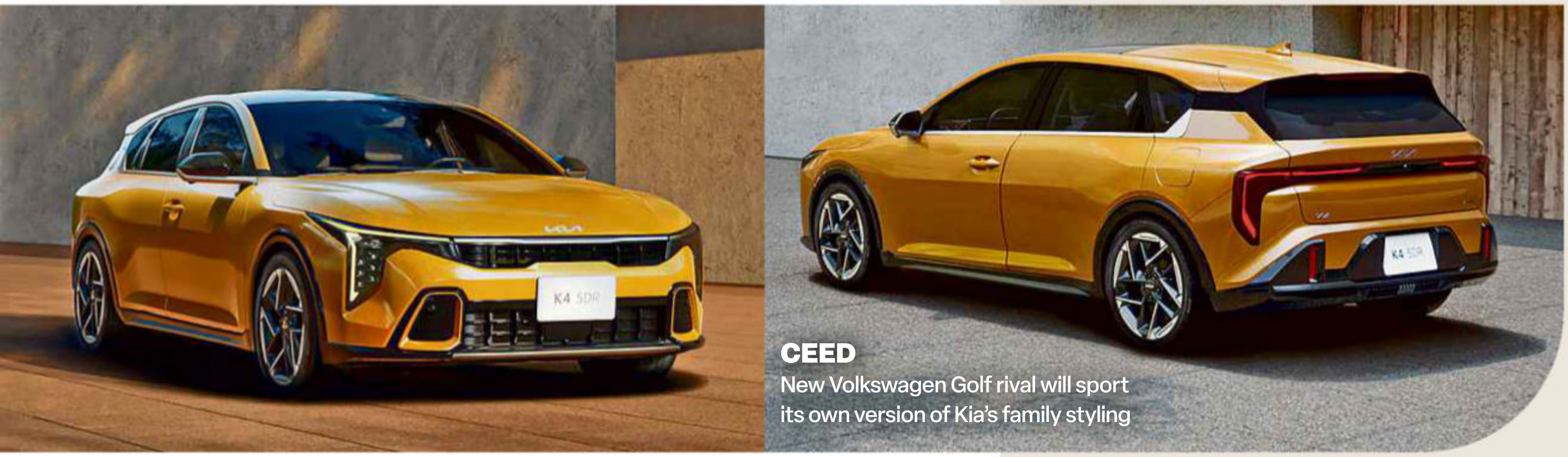
Kia UK boss calls for clear ZEV roadmap, plus "modest" consumer incentives

PAUL Philpott, president and CEO of Kia UK, has issued a call for "modest" financial incentives for private electric-car buyers – despite his company comfortably meeting the government's 22 per cent ZEV mandate in 2024.

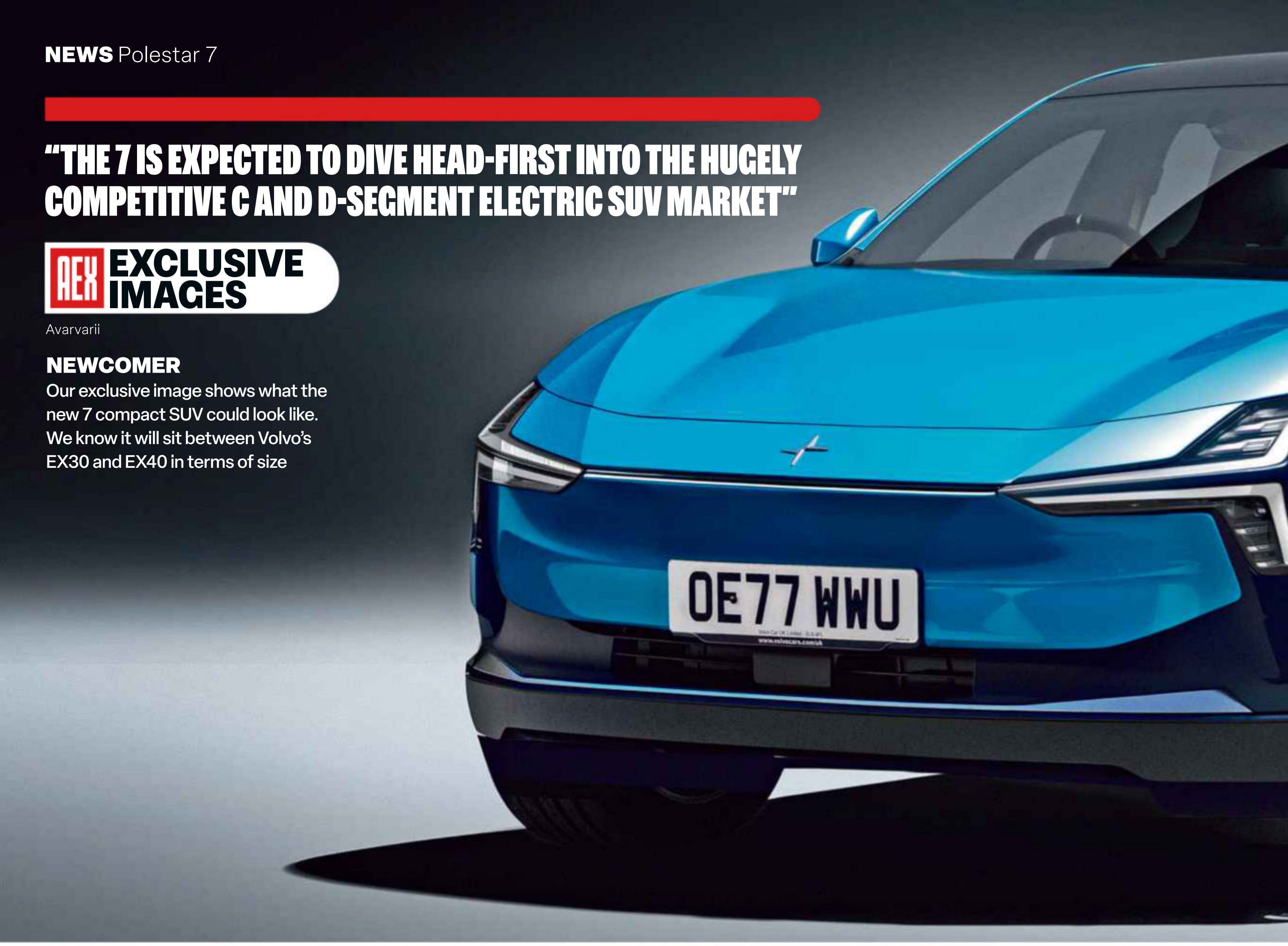
In an exclusive interview with Auto Express, Philpott said: "If the level of [EV] demand from retail customers is not where it needs to be to hit future ZEV mandate targets, then we need to put incentives in place to build the momentum.

"We all remember the scrappage scheme of 2009, 2010, and the relatively modest government incentives – this saved the car industry for those two years," Philpott told us. "I think it would be a really strong statement of intent from the government about the future environment and the rapid electrification of the UK car market if they were to put a modest incentive in place for retail customers in the same way as they have for user-choosers and company-car purchasers."

Overall, electric cars accounted for 19.6 per cent of the new-car market in 2024 – falling shy of the government's 22 per cent target. Kia says "50 per cent" of its 112,252 cars registered in 2024 were electrified in some way, with 24 per cent being either plug-in hybrid or fully electric.



CEED
New Volkswagen Golf rival will sport its own version of Kia's family styling



“THE 7 IS EXPECTED TO DIVE HEAD-FIRST INTO THE HUGELY COMPETITIVE C AND D-SEGMENT ELECTRIC SUV MARKET”

AEX EXCLUSIVE IMAGES

Avarvarii

NEWCOMER
Our exclusive image shows what the new 7 compact SUV could look like. We know it will sit between Volvo’s EX30 and EX40 in terms of size

Polestar 7 announced

Richard Ingram

Richard.Ingram@autoexpress.co.uk

SCOOP EV brand will move to a single-platform architecture to reduce co

AEX NEWS broke last week of the all-new Polestar 7, a “premium compact SUV” that will complete the maker’s far-reaching EV line-up and be built in Europe before the end of the decade. Auto Express has now spoken to CEO Michael Lohscheller about the promised small SUV and the future of Polestar.

The 7 was initially thought to be a replacement for the brand’s current entry point, the Polestar 2, but Lohscheller said this isn’t the case. “At some stage we will announce a successor [for Polestar 2]. There will be a like for like-ish replacement,” he told us, suggesting that the car will continue to target big sellers such as the Tesla Model 3 and BMW i4.

Conversely, the Polestar 7 is therefore expected to dive head-first into the hugely competitive C and D-segment electric SUV market, which is currently dominated by models such as the Tesla Model Y and Audi Q4 e-tron.

However, while the Polestar 7 will undoubtedly have its sights set on those cars, Lohscheller explained that the car will sit “between [Volvo] EX30 and EX40; this is where the heart of the market is”, suggesting that in terms of dimensions, it’s a smaller crossover variant that’s in the works. Our exclusive images preview how the new car could look.

“Actually, very few real premium companies are there; there are obviously lots of mass-market [manufacturers], but we feel this is perfect – this is a big-profit pool, this is a big-volume pool,” Lohscheller added. “I want more volume, more profit, so this product is perfect.”

The 7 will go on sale before the forthcoming 6 sports car, likely in late 2026 or early 2027. “The Polestar 6, we will move backwards because it’s really small volume,” Lohscheller explained. “While everybody loves it, I also need to make money, right?”

The newly appointed CEO suggested the 7 will bring fresh customers to Polestar, by making the marque more accessible. “The 7 has a really important role for us in terms of the size, but also as an entry into the brand,” Lohscheller said. “The [existing models] are exciting, but the starting price is also relatively high. I want to broaden that, and I think that’s where 7 could play a good role.”

His comments about the 7 being a “premium compact SUV” that sits between the EX30 and EX40 would suggest a starting price of around £40,000. Indeed, it would need to undercut the Polestar 2, which currently starts from £44,950 in base Standard Range Single Motor guise.

As mentioned, the new model will be built in Europe, complementing

“THE POLESTAR 7 HAS A REALLY IMPORTANT ROLE FOR US IN TERMS OF THE SIZE, BUT ALSO AS AN ENTRY INTO THE BRAND”

MICHAEL LOHSCHELLER
Polestar CEO

as new compact SUV

sts and boost profits; 2025 will be “strongest year in Polestar history”

Polestar
Headquarters
Gothenburg

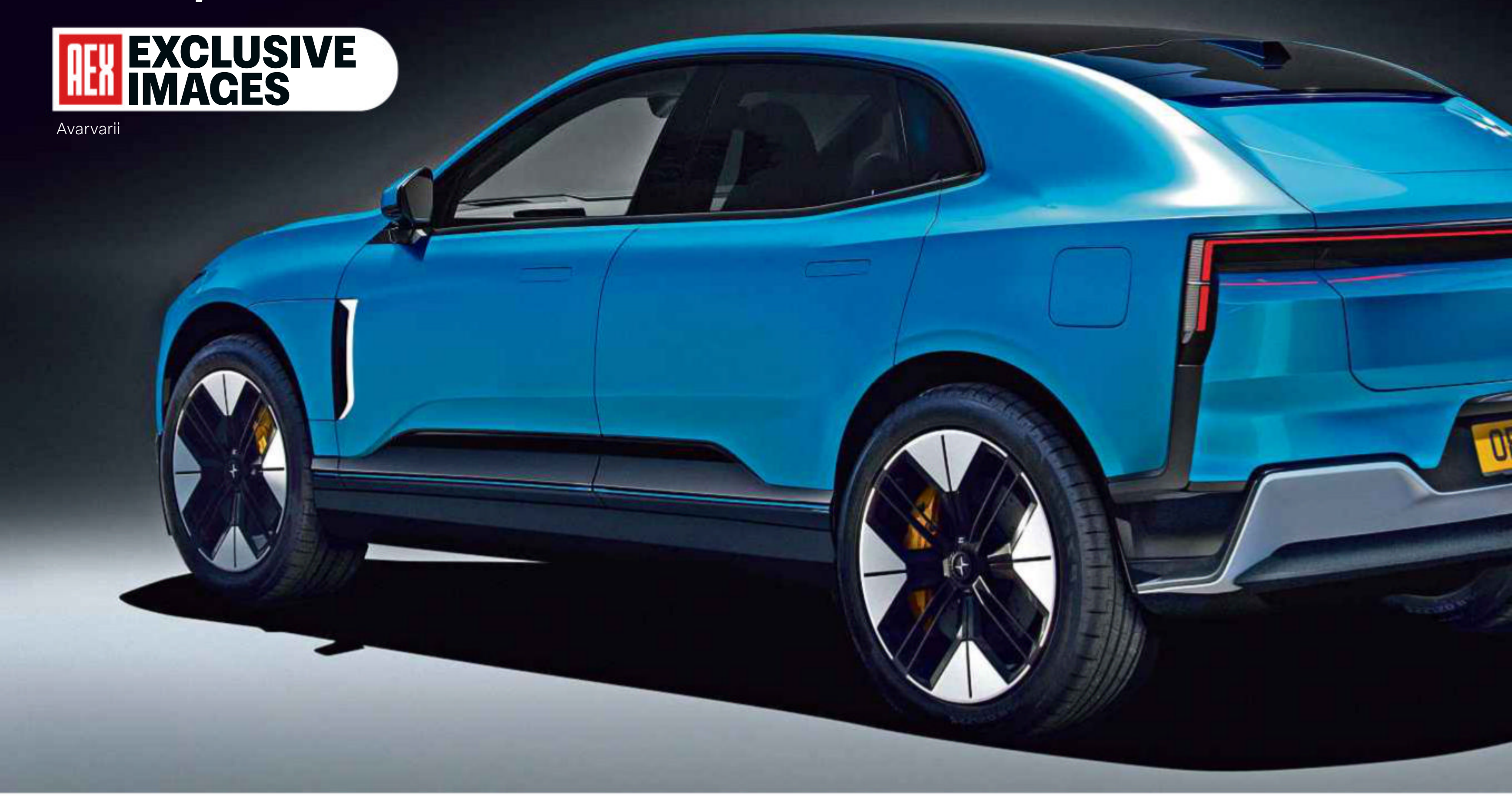
“IT WOULD NEED TO UNDERCUT THE POLESTAR 2, WHICH STARTS FROM £44,950 IN BASE STANDARD RANGE SINGLE MOTOR GUISE”

EXPANDING RANGE
Polestar’s existing 2, 3 and 4 (left to right) will be joined by the 5 saloon, followed by the 7 SUV and then the 6 sports car

"LOHSCHELLER EXPECTS 2025 TO BE THE 'STRONGEST YEAR IN POLESTAR'S HISTORY', DESPITE A COMMITMENT TO REMAINING AN EV-ONLY MARQUE"

AEX EXCLUSIVE IMAGES

Avarvarii



Polestar's factories in the US, South Korea and China. It's not yet clear whether the 7 will be manufactured alongside Volvo models in Sweden, or perhaps at the company's facility in Ghent, Belgium. The company has confirmed, however, that the 7 will see Polestar move away from a multi-platform approach to "one single architecture, reducing complexity, costs, and investments".

While specifics on this platform remain thin on the ground, the CEO told us it will have the "latest technology". When asked whether that meant 800-volt electrics, super-fast 350kW charging and the possibility of battery sizes stretching to 100kWh or more, he simply reassured us by saying: "It'll have the latest technology, for sure."

Philipp Römers, the firm's head of design, said last week: "Polestar is known for its progressive design, with each car standing out and creating its own buzz – so too will Polestar 7. It is incredibly exciting to bring Polestar's design ethos to a new segment; 7 will be everything our customers expect from us, both in terms of design and performance."

Building on this, Lohscheller told us he wants Römers and his team to "highlight the performance element even more, because that's where the Polestar brand is coming from. I want to also show it in a bit more confident way; I think [Polestar] sometimes is a bit too modest, and a bit too humble".

As such, we expect a tall but relatively streamlined shape, with coupé-like elements to the rear end, disguising a practical five-door body. The boss did also warn us to "not expect a radical change" and that the Polestar 7 would be a "continuation" of the company's current line-up", suggesting a family design lineage will be evident, despite the car's cutting-edge underpinnings. A practicality-boosting closed-off rear window, like the one found on the Polestar 4, is also a possibility.

Elsewhere, Lohscheller said he expects 2025 to be the "strongest year in Polestar's history", despite a resolute commitment to remaining an electric vehicle-only marque. "We have three outstanding cars on the road and a growing, passionate customer base," he said.

"We are building on the strong Polestar brand with design and performance at its core. But significant changes are needed to make this well respected progressive brand a successful and viable business.

"We are speeding up our retail expansion and commercial transformation, whilst adjusting our future model line-up and significantly reducing our cost base."

The business is said to be targeting 30 to 35 per cent growth in annual retail sales volume by 2027, and a "positive-adjusted EBITDA" (earnings before interest, taxes, depreciation, and amortisation) in 2025.

The Polestar 2, 3 and 4 are on sale, and the 5 saloon (pictured above, right) will arrive this year. It will be based on Polestar's "in-house developed bonded-aluminium platform" and will be its first car to use an 800-volt electrical architecture.

Lohscheller said the car, which has been part-developed in the UK, will

"WHILE SPECIFICS ON THE SINGLE EV PLATFORM ARE THIN ON THE GROUND, THE CEO TOLD US IT WILL HAVE THE LATEST TECHNOLOGY"

REAR VIEW
Our exclusive picture shows how Polestar may fit a closed-off rear window to the new 7. This feature was one of the big talking points when it appeared on the company's 4 model

be "the highest-priced Polestar" ever, with "nearly 900 horsepower". It will comfortably surpass £100,000 in its fastest and most lavish specs, according to the company's CEO.

The company will also look to challenge Tesla with its Polestar Energy home energy solution. It says it makes home charging "smarter, more efficient, and cheaper", and can cut home top-up costs by up to 30 per cent via the Polestar Energy app. It'll launch soon, collaborating with Octopus Energy in the UK.

Polestar rethinks retail as firm ramps up new dealer network

Firm turns its back on shopping centres in favour of conventional dealers

ALL CHANGE
Polestar cars such as the 4 will be sold in showrooms next to Volvo dealers

AS well as introducing the Polestar 7, CEO Polestar CEO Michael Lohscheller will speed up his firm's retail expansion by turning its back on shopping centres in favour of more conventional dealer showrooms – mostly alongside existing Volvo franchises.

He said the firm's online ordering process and retail-style stores in shopping centres must evolve. "Buying a car is an emotional thing," he said. "You need to understand the technology; I personally want to have somebody who explains that to me.

"Traditional OEMs have defined everything to the last detail, and that increases costs and it upsets everybody – and does the customer really care? We'll go to a pragmatic – we call it a non-genuine agency – model; not a pure agency model." This means that Polestar, along with other major OEMs, will ditch the no-negotiation, fixed-price sales model that it has been championing since the Polestar 2 was launched in 2020. Instead, it'll revert to a system whereby individual dealers can offer incentives and discounts to customers, depending on sales targets and margins.

"If you come and you say, 'Ah, is there another five per cent [discount]?', we find a solution for you," Lohscheller said. "In a pure agency model that would not be possible. I think everybody is giving up on this black and white, right?"

> **"VOLVO DEALERS CAN SERVICE OUR CARS; I WANT TO FIND MORE VOLVO RETAILERS WHO WANT TO TAKE POLESTAR – IT'S INCREMENTAL BUSINESS"**
>
> **MICHAEL LOHSCHELLER**
> Polestar CEO

The first of these showrooms is up and running at Polestar London North near Elstree, Hertfordshire. A similar set-up in Southampton is apparently "very close" to completion.

Lohscheller doesn't believe placing his dealers with Volvo retail partners will damage his business or cannibalise sales. "The two brands complement each other very well," he told us. "Volvo stands for different things to Polestar."

"You have maybe one or two customers who go from A to B, but they are the minority," he said. "Volvo dealers can service our cars; I want to find more retail groups who sell Volvo who want to take Polestar – it's incremental business."

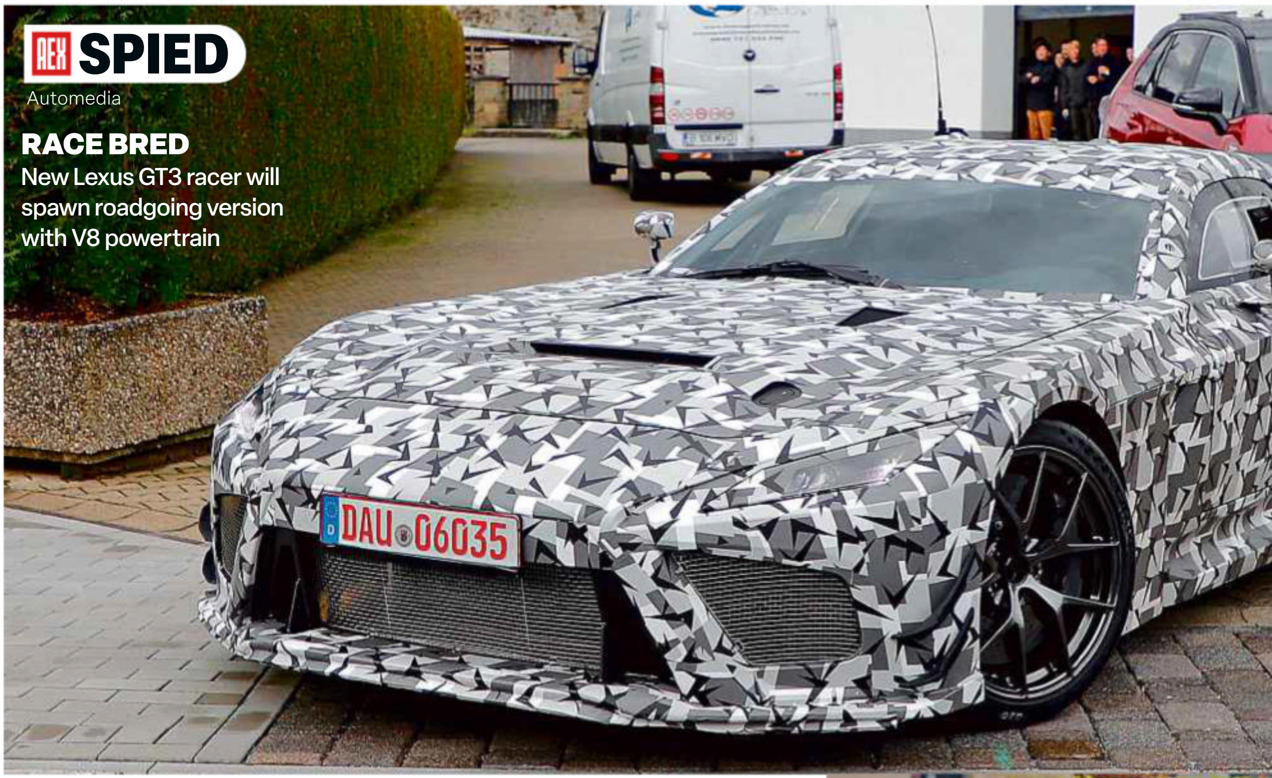
Lohscheller says he wants to take Polestar's retail presence from nine locations to 17 in the next 18 months. "I don't want another 50 places, because then you have small volume. Give it to the people who want it," he said.

Lexus draws up plans f

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

The long-lived RC F coupé will be axed later this year, but Lexus is set to unlea



Automedia

RACE BRED
New Lexus GT3 racer will spawn roadgoing version with V8 powertrain

LEXUS has confirmed that its sole remaining F model is facing the chop, as RC F production winds down in 2025. However, that doesn't mean the end is nigh for high-performance cars from Toyota's luxury arm, because there's an exciting new generation waiting in the wings.

The first will be the LBX Morizo RR (see page 26), named after the Toyota chairman Akio Toyoda's alter-ego, Morizo. This model is a collaboration with Toyota Gazoo Racing, taking the best bits from the GR Yaris and installing them in Lexus' normally hybrid-only small SUV.

Speaking with Auto Express at the 2025 Tokyo Auto Salon, Gazoo Racing chief engineer Naohiko Saito told us that the idea of the LBX Morizo RR "came from Morizo San's passion".

Saito said: "He wanted [us] to make a sports car by ourselves, developed by ourselves, and produced by ourselves in our factory. Because at this moment, we have the [GR]86 and Supra, but as you know those products are developed with our partners. In this case, he ordered us to learn from motorsports."

For the time being there are no plans to bring the LBX Morizo RR to Europe – although there's no technical reason for it not to be sold here. But this model is just one element of Lexus' grand plan.

That's because the Japanese brand is also on track to relaunch its F high-performance sub-brand, spearheaded by a V8-powered supercar.

Designed to homologate a new GT3 racer in the World Endurance Championship, this model will follow Gazoo Racing's strategy of using motorsport to inform its future roadgoing models.

We should be seeing more of the supercar later this year, and it's set to feature a brand-new V8 mounted ahead of the driver, but behind the front axle, making it front-mid-engined. Although it's not a direct replacement for the iconic LFA, it will be a spiritual successor to that car and serve as a potential rival for the new Lamborghini Temerario, Ferrari 296 GTB and Maserati MC20.

> **"LEXUS WILL TEST THE GT3 RACER ON TRACK BEFORE PRODUCTION CARS HIT THE ROAD"**

We've already seen prototypes at the Nürburgring featuring race car-like aero tech and composite glazing, suggesting that just as it did with the LFA, Lexus will test out the new GT3 racer on the track before the finished production car hits the road.

This will fulfil Toyoda's brief of learning from the firm's motorsport programme, with Saito telling us "we have many failures when we race in order to make a better car. Then, in the future we can upgrade using those learnings".

Together, the LBX Morizo RR and V8 supercar represent a fresh, dual-pronged approach to Lexus' high-performance models. This suggests there's lots of room within the Lexus range to use other powertrain and chassis components from Gazoo Racing in forthcoming models, to complement its own development programmes as the brand strives to rival what's on offer from Mercedes-AMG, Porsche and BMW M.

The possibilities could be endless, with Lexus likely to be looking at the success of flagship four-door models such as the BMW M5 or Audi RS 7 and assessing how it could develop a model to compete.

This has been done before, of course, with the likes of the GS F, but with all the major high-end marques now using hybrid powertrains, Lexus would be well placed to take advantage of its expertise in this area.

A performance variant of one or more SUV may also be considered, given that they now make up the vast majority of global Lexus sales.

PREVIEW
Morizo RR treatment could be used on other sporty models

or performance future

ash a new wave of exciting new performance-focused cars

Focus for Citroen will be cars like C3, rather than emulating retro Renault 5

Citroen boss has no plans for reimagined retro 2CV

CITROEN boss Thierry Koskas has said he has “no specific projects” relating to a reimagined version of the 2CV, but will double down on “different” and “more affordable” family cars, Auto Express can reveal.

We asked Koskas whether his team has been paying attention to the success of the latest Renault 5, and whether Citroen might look to capitalise on the public’s appetite for retro remakes.

“We prefer to look forward,” Koskas said. “We have introduced a design language that is now quite clear, and very visible in the different cars. I think we need to be recognised. I’m not going to look backwards.”

However, he refused to dismiss his firm’s back-catalogue, telling us that “Citroen is the most collected brand in the world,” with fans all over the globe.

“I’m not opposed to the principle of having, maybe, one iconic vehicle that will remind of the glorious past of Citroen. But I don’t want to make it a general direction,” he told us.

Instead, Citroen will renew its focus on offering unique family cars at affordable prices.

“We need to extend the positioning of the brand,” Koskas told us. “Not only in the B-segment as we are with C3 and C3 Aircross, but maybe on an upper segment.

“I still think that we also have opportunities in proposing different shapes, different car lines that nobody has thought about and nobody has seen.”

Last year, Koskas hinted at a radical new Citroen, saying: “It’s basically something that does not exist. It’s something new, and very much in the DNA of Citroen.

“There really is a tradition in Citroen to be able to break the codes and propose things that have not been proposed before,” Koskas continued. “That was the case with many, many cars in the past and it’s something that we shall not give up on.”

This, plus his recent comments about an affordable C-segment model, would suggest Koskas is planning a Ford Focus-sized family car. However, given his line on “different” bodystyles, its exact form remains to be seen.

> **“RATHER THAN REIMAGINE THE 2CV, CITROEN WILL DOUBLE DOWN ON OFFERING ‘DIFFERENT’ AND ‘MORE AFFORDABLE’ FAMILY CARS”**

Alpine version of new Renault 5 on sale from £34k

THE Renault 5 finally went on sale in the UK earlier this month, and now it’s the turn of its sportier sister car, the Alpine A290 hot hatch. Prices start from £33,500 and the first cars should arrive with customers in April.

The new MINI JCW rival offers GT, GT Premium, GT Performance, GTS, and Launch Edition trims – and either 178bhp or 217bhp.

Standard equipment with GT trim includes 19-inch alloys, a 10.3-inch digital driver’s display, a 10.1-inch central touchscreen with Google apps built-in, wireless Apple CarPlay and Android Auto, a heated steering wheel, heated seats, LED headlights and adaptive cruise control.

GT Premium (an extra £2,500) adds two-tone Nappa leather upholstery, a premium sound system, a two-tone roof design, blue brake calipers and auto-folding exterior mirrors.

For the same £36,000 you can also get a GT Performance model, with the more powerful e-motor, plus Michelin Pilot Sport 5S tyres, telematics to track driver performance and red brake calipers. The £37,500 GTS gets the same kit, plus lumbar adjustment on the seats and black wheels.

Finally, there’s the £38,500 Premier Edition, just 1,955 examples of which will be made. They offer a choice of four unique liveries plus the Safety Pack, including active safety systems such as blind-spot monitoring and safe-exit alert, as well as hands-free parking tech and ‘active driver assist’.

Govt plan for digital documents raises concerns over security

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

REPORT Digital documentation could be open to abuse, say experts

SECURITY fears have been triggered by news that the government wants drivers and other UK citizens to trust personal data to a new centralised GOV.UK Wallet and GOV.UK App, which they say will simplify access to legal documents such as new digital driving licences.

A shake-up of government services will include an option for drivers to access a digital version of their licence, which the Department of Science, Innovation and Technology (DSIT) says will allow them "to prove their age when buying age-restricted items, as well as proving their right to drive".

It's part of a raft of measures planned to improve the way people interact with government services, under the auspices of a revamped Government Digital Service. The Secretary of state for science, Peter Kyle, says this will have a transformative effect on public services, and lead to a huge £45bn in overall efficiency savings.

However, Infosecurity magazine has highlighted the risk of holding huge volumes of personal information in one place; the GOV.UK Wallet is certain to become a target, they say.

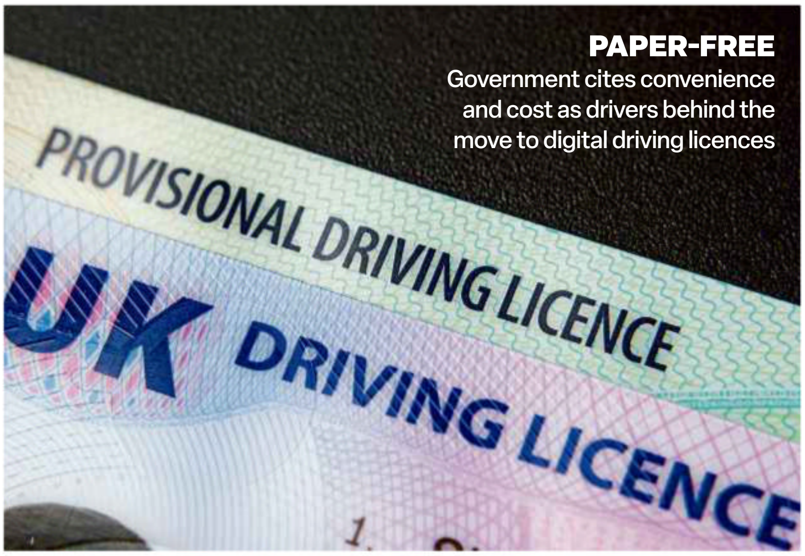
"We already see that scammers can take thousands of pounds from bank accounts when people are socially engineered to login and transfer funds, or to provide passwords and PINs to online bank accounts," said Nick France, the chief technical officer of cybersecurity firm Setigo. He added: "If trusted digital identities such as driver's licences and passports are subject to the same kind of attacks, the results could be worse and more long-lasting."

Chris Linnell, Associate Director for Data Privacy at tech security firm Bridewell told Infosecurity that a compromised digital ID system wouldn't just result in leaked phone numbers or email addresses. "A major breach would likely expose complete identities, leading to identity theft, fraud, and lasting harm to victims' financial and personal lives," he said.

Linnell also suggested the tech could open the door to privacy concerns and government overreach, because the centralised approach could enable "invasive surveillance".

Initially at least, the digital driving licences and other documents will be optional for those who choose to use them, with card licences and paper documents still being issued.

The GOV.UK Wallet will be available on iOS and Android devices, with the mobile driver's licence due to be piloted this year. By 2027, digital versions of all current paper or card credentials issued by the government must be available, it says.



PAPER-FREE
Government cites convenience and cost as drivers behind the move to digital driving licences

While fraudsters could lose licences

BENEFIT cheats who can't pay back what they owe could soon be banned from driving in a move that the Government claims is the "biggest fraud crackdown in a generation".

A plan from the Department for Work and Pensions (DWP) will allow fraudsters to be stripped of licences if they owe more than £1,000, or have ignored demands for payment.

The plan would also grant powers to issue search warrants, enabling police to gather evidence, and banks could be forced to hand over information.

Labour says it could save the DWP up to £1.5bn over the next five years.

Panda priced from £19k

Electric Grande Panda, like hybrid, offers a choice of two trim levels

THE new Fiat Grande Panda will start from just £18,975 when it arrives in the UK in the spring of this year, opening a range that will include both hybrid and all-electric powertrains, each available in two trim levels.

Hybrid versions of the car will be offered in the base-level Icon trim for that sub-£19,000 price, rising to £20,975 for the fully loaded La Prima. Standard equipment across both models includes air-conditioning, cruise control, rear parking sensors and a 10.25-inch touchscreen with Apple CarPlay and Android Auto.

Upgrade to the La Prima trim and you'll gain 17-inch alloys, navigation, automatic air-con, 'Bambox' material across the dash, front parking sensors and a rear camera, plus a wireless charger and heated seats.

The electric Panda has the same equipment across its two editions. An entry-level 'Red' model sits below the La Prima, priced from £20,975 and £23,975, respectively.

Greater Manchester Police

Cybertruck is illegal to drive in UK

Bury police takes possession of Tesla Cybertruck

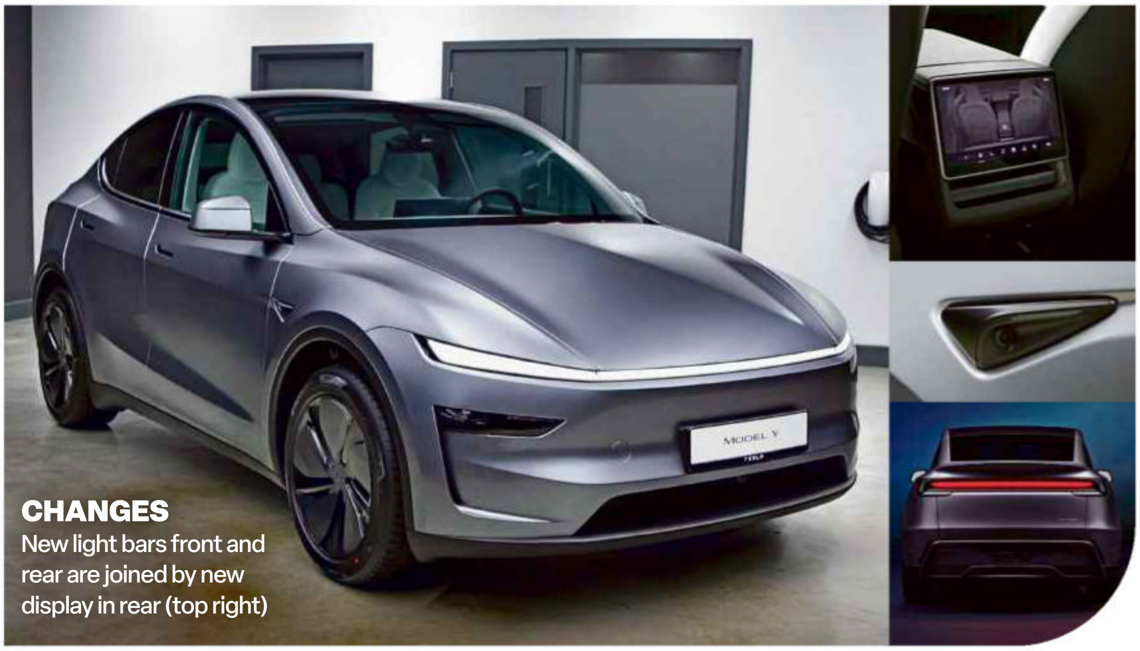
IF importing a pick-up that looks like it's from a nineties arcade game seems like a good idea, you might want to hold off, because a Tesla Cybertruck has been seized by police for not complying with UK regulations.

Bury Police in Greater Manchester confirmed that it has taken possession of a privately imported Tesla Cybertruck under Section 165 of the Road Traffic Act.

At the time of writing, the Tesla Cybertruck is not approved for use on UK public roads; if the firm ever wanted to sell it here, the vehicle's sharp edges, lack of side indicators and upright front end would all be unlikely to pass European safety standards. This being the case, a certificate of conformity was unable to be provided, which is why this particular Cybertruck was seized and the driver reported.

On Tesla owner Elon Musk's own social media platform, X, Bury Police said: "While this may seem trivial to some, legitimate concerns exist around the safety of other road users or pedestrians if they happened to be involved in a collision with a Cybertruck."

While the truck is currently in the hands of the police, the driver will most likely be able to regain possession of it once proof of ownership and insurance is supplied. However, given the above, the vehicle still won't be legal to drive on public roads without significant modifications – if at all.



CHANGES
New light bars front and rear are joined by new display in rear (top right)

Fresh-faced Model Y names its price in UK

TESLA has revealed full details about its new Model Y SUV. A heavily refreshed version of last year's biggest-selling EV will arrive here in Launch Edition trim in March. It costs from £60,990 and orders are open now.

This new variant will have the same powertrain layout and battery pack as the current Model Y Dual Motor. Its claimed range has jumped by 22 miles to 353 miles, but as with today's car, peak charging is rated at 250kW, the 0-62mph time remains 4.3 seconds, and it will hit a 125mph top speed.

The SUV's fresh look is inspired by the Cybertruck (left), with a new light bar up front and secondary main lighting units mounted below. The indicators are now integrated into the outer edges, lending the car a much cleaner look.

The rear has also seen a dramatic change, with a new lighting set-up that features a hidden full-width light bar. The main rear light units are fixed into the surrounding black trim, and incorporate the indicators and brake lights.

There have been more changes under the skin to improve comfort. Tesla says there's 20 per cent less road, wind and suspension noise, thanks to extra sound deadening, a stiffer body and improved aero. The glass roof has improved solar reflectivity to keep passengers cool.

The second-row seats have also been redesigned, plus there's a new magnetic parcel shelf that can be folded away and mounted under the boot floor when not in use.

The interior is available in black or white and gets a new centre console with slightly different trim, a new steering wheel from the new Model 3, and restyled door inserts.

But in contrast to the Model 3, Tesla has reintroduced an indicator stalk to the Model Y. The SUV's infotainment system is the firm's latest, although the same 15.4-inch touchscreen is used. A new eight-inch touchscreen in the rear not only controls the air-con, but also allows passengers to play games.

Other variants of the Model Y will follow, with an entry-level Single Motor model likely to be joined by a top-spec Performance.

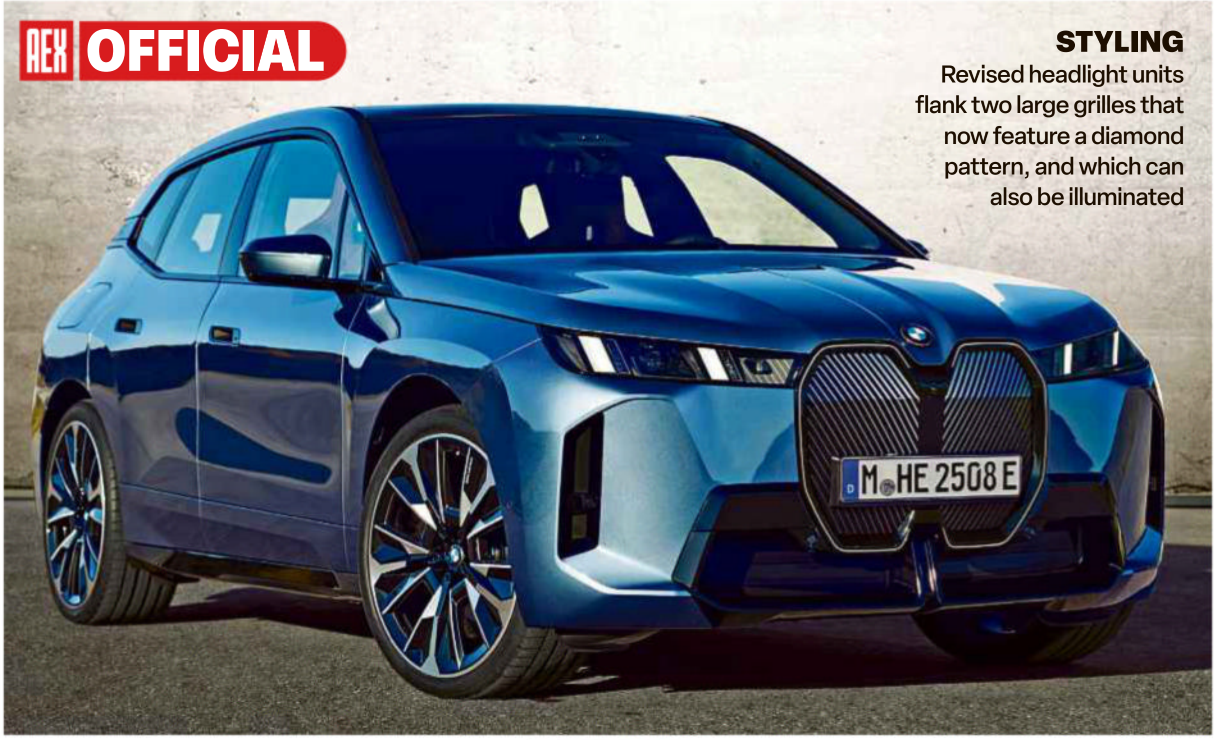
> "IN CONTRAST TO MODEL 3, TESLA HAS FITTED AN INDICATOR STALK TO MODEL Y"

Power up as revised BM

REVEALED Official images show updated, but still divisive, appearance for e

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk



STYLING
Revised headlight units flank two large grilles that now feature a diamond pattern, and which can also be illuminated

BMW has facelifted the iX electric SUV, and its appearance is likely to remain as divisive as ever, with the massive kidney grilles now able to glow in the dark. The new car features other styling tweaks, including a revised front grille and headlights, plus big increases in range and power.

Thanks to upgraded drive units, more efficient inverter technology, lower-rolling-resistance tyres and "friction-optimised" wheel bearings, the car's energy consumption has been cut by more than eight per cent, with BMW deeming the various improvements big enough to warrant new model designations.

The xDrive45 now serves as the entry-level iX, and benefits from a new 94.8kWh (usable) battery that delivers around 30 per cent more energy than the 71kWh unit in the xDrive40 it replaces. It can provide up to 374 miles of range (more than 100 miles further than its predecessor) and charges at up to 175kW.

Power from the dual-motor, all-wheel-drive powertrain has jumped from 322bhp and 630Nm of torque to 402bhp and 700Nm, cutting the 0-62mph time to 5.1 seconds.

Next in line is the xDrive60, which replaces the xDrive50, although the usable battery capacity has only increased from 105.2kWh to 109.1kWh. Even so, in tandem with other upgrades, this has allowed the range to jump from 380 to 435 miles, plus there's now 536bhp and 765Nm on tap for 0-62mph in 4.6 seconds.

Finally, the iX M60 is replaced by the M70, which also receives a new 108.9kWh battery, as well as a power boost to 650bhp and 1,100Nm, which allows it to hit 62mph in 3.8 seconds and reach 155mph flat out. Both the xDrive60 and M70 models can recharge at up to 195kW.

In addition, BMW says it's optimised the pre-conditioning function for the battery and updated the current control to help charging performance, plus there's now a physical release button for the charging cable situated right next to the port.

> **"THE CAR'S ENERGY CONSUMPTION HAS BEEN CUT BY OVER EIGHT PER CENT"**

The interior hasn't changed much, and features a 12.3-inch driver's display and 14.9-inch touchscreen, while on the centre console is the familiar rotary controller that we recently learned the brand is to axe.

However, the new iX does come as standard with a Harman Kardon surround sound system, heated front seats, a heated steering wheel, adaptive LED headlights and adaptive cruise control.

MW iX is ready to glow

lectric SUV

KY71 UPL
VO70 RWU

You can now buy an EV safe in the knowledge that it's as reliable as a petrol or diesel

Electric vehicles now match ICE rivals for dependability

ELECTRIC cars are now just as reliable as petrol and diesel cars, according to findings from an international university study.

Researchers from the University of Birmingham, the London School of Economics and Political Science, the University of California San Diego and Switzerland's University of Bern analysed more than 300 million MoT test records from between 2005 and 2022. They found that even with intensive usage, EVs on average match the typical lifespan of ICE counterparts.

The study also discovered that while early electric cars were less reliable, the likelihood of a technological failure fell by an average of 12 per cent per year over the timeframe, compared with 6.7 per cent and 1.9 per cent for petrol and diesel cars respectively.

As a result of this, the mean projected lifespan of an EV sits at around 18.4 years and up to 124,000 miles, with the latter figure surpassing the average for a petrol vehicle.

Despite Tesla's questionable reputation for reliability, researchers actually found the brand's cars to be the top-performing EVs in terms of longevity, with models from Audi and Skoda topping the tables for ICE cars.

Dr Viet Nguyen-Tien, of the London School of Economics and Political Science, said the findings provide a "critical insight into the lifespan and environmental impact of EVs".

Professor of Economics at the University of Birmingham Robert Elliott added that while the production of an EV typically generates higher emissions than that of an ICE car, "a long-lasting electric vehicle can quickly offset its carbon footprint, contributing to the fight against climate change – making them a more sustainable long-term option".

Elliott continued: "Our findings offer consumers reliable data to make informed decisions about their vehicle purchases, while policymakers can use our insights to shape regulations and incentives that promote the adoption of durable and environmentally friendly vehicles and plan ahead their end-of-life treatment."

> "DESPITE TESLA'S QUESTIONABLE RELIABILITY REPUTATION, RESEARCHERS FOUND ITS CARS TO BE THE TOP-PERFORMING EVs FOR LONGEVITY"

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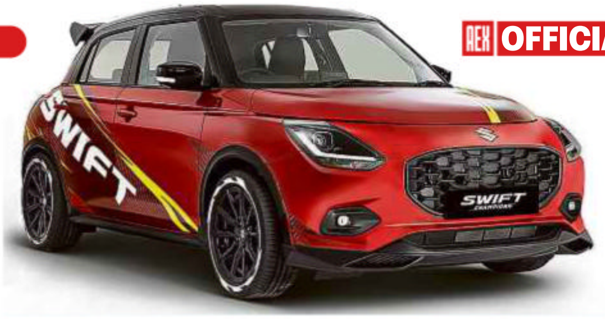


Main changes are huge rear wing, side skirts and red paint

Suzuki takes a walk on the wild side at Indian show

THE Suzuki Swift Sport was axed last year, but the hot hatch's fans are sure to find new hope for a return after seeing the new Swift Champions concept.

This suitably angry-looking version of the latest Swift was presented at the 2025 Bharat Mobility Global Expo in India, and is "intended to gather customer feedback". From what we can tell, changes over the regular car are solely cosmetic.

The Swift was one of seven Suzuki cars at the event, with another favourite proving to be the Jimny Conqueror (right), which is said to be a testament to the "indomitable spirit of adventure and the fearless mindset that defines true explorers".

PHEV is now only option for UK buyers of Toyota RAV4

THE Toyota RAV4 will be available only as a plug-in hybrid in the UK for the foreseeable future, because every new 'self-charging' Hybrid set to come here in 2025 is already sold.

A spokesperson for Toyota said: "Demand has been such for the RAV4 Hybrid that we've already allocated this year's supply. Demand is far stronger for RAV4 PHEV, however, and sales of the plug-in variant will continue."

It's possible that the RAV4 Hybrid could go back on sale, but this will presumably only happen if customer demand is sufficient and Toyota is willing to increase its UK allocation.

CHOICES RAV4 PHEV range starts at £44,175 and buyers can choose from Design and GR Sport trims

CAR BRANDS BMW TOPS TH

DID YOU RECEIVE A LETTER ALERTING YOU TO A

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

AEX BMW has topped the chart for the most cars recalled in the UK in 2024, with nearly 640,000 communications sent out to owners advising them of a potential problem.

However, more than half a million of these recalls were notices warning BMW owners that if an aftermarket ‘M Sport’ steering wheel upgrade was fitted to their car, it might need to be replaced as part of the fall-out from the global Takata airbag saga that has already affected millions of cars from multiple manufacturers.

BMW has confirmed to us that only a vanishing minority of owners will have had M Sport steering wheel upgrades of this type, and that it was acting out of “an abundance of caution” because it has no way of knowing who those drivers are.

In the first instance, owners should have received letters asking them to upload a picture of their car’s steering wheel to a BMW website, so they could be contacted individually if a suspect wheel is spotted.

Next up in the 2024 recall chart, which has been compiled using data released by the UK’s Driver and Vehicle Standards Agency (DVSA), is Mercedes-Benz, which was forced to recall a total of 339,972 cars.

The majority – 314,515 – were recalled for a potential steering fault, with the DVSA stating: “On affected vehicles, the back-up function of the steering software might not meet specifications. As a result, the steering power support might be impaired and a loss of steerability cannot be ruled out.”

The notice applied to large numbers of A-Class models, but also to the B-Class, CLA, EQA, EQB, GLA and GLB.

Also getting a mention in the Merc recall rundown are EQE and EQS models. The DVSA said: “The software of the battery management system might lead to a shutdown of the high-voltage system in specific situations resulting in an unannounced loss of propulsion.”

The third car maker in the 2024 recall chart is Kia, with a total of 185,698 vehicles affected. The bulk of the manufacturer’s recall issues relate to a problem described by the DVSA as: “the HECU hydraulic electronic control unit of affected vehicles equipped with Anti-lock Brake Systems ABS and Electronic Stability Control ESC could leak internally and cause an electrical short. In extreme cases the HECU could overheat with a possible risk of an under bonnet fire.” That was sent out to owners of vehicles including the Carens, Rio, Soul and Sportage.

Audi and Land Rover were almost neck-and-neck in fourth and fifth places, with 172,999 and 172,473 recalls respectively. The bulk of Audi’s recalls related to the Takata airbag issue affecting A4 and A6 models, while Land Rover recalled multiple models to install a software enhancement “to further increase vehicle security”.

Then comes a big drop to VW at sixth in the chart with 82,379 recalls, while Vauxhall, Ford, Honda and Hyundai make up the rest of the top 10, each with more than 50,000 recalls.

VW’s 2024 record includes almost 80,000 Golfs, Arteons and Passats with a faulty heat shield that could cause brake cylinders to melt, while Vauxhall’s tally includes more than 50,000 drivers contacted because their Corsa F may not meet emissions standards due to a faulty valve or fuel line.

Ford’s total includes software updates for large numbers of Kuga and Transit models, Honda had a problem with abnormal brake feel on its CR-V, HR-V and Jazz, while Hyundai’s biggest recalls related to a potentially defective charging unit on the Ioniq 5, and short-circuiting ABS control units on some of its i40s.

MERCEDES Reports of steering and EV software issues

339,972
MERCEDES CARS WERE RECALLED, COVERING THE BRAND’S EV AND ICE RANGES

> **“THE SOFTWARE OF THE BATTERY MANAGEMENT SYSTEM MIGHT LEAD TO A SHUTDOWN OF THE HIGH-VOLTAGE SYSTEM IN SPECIFIC SITUATIONS RESULTING IN AN UNANNOUNCED LOSS OF PROPULSION ”**

2024 RECALLS TABLE IN FULL

MAKE	# VEHICLES
BMW	637,317
MERCEDES	339,972
KIA	185,698
AUDI	172,999
LAND ROVER	172,473
VOLKSWAGEN	82,379
VAUXHALL	76,470
FORD	67,514
HONDA	66,638
HYUNDAI	51,935
MINI	42,953
PEUGEOT	32,800
SKODA	31,458
PORSCHE	30,168
VOLVO	28,460
CITROEN	24,845
JAGUAR	23,563
ISUZU	19,906
MAZDA	19,643
TOYOTA	17,386
JEEP	12,695
NISSAN	10,297
RENAULT	7,664
SEAT	5,214
LEXUS	4,841
MITSUBISHI	3,168
BYD	3,093
INFINITI	3,011
ASTON MARTIN	2,440
GENESIS	2,404
SUZUKI	2,082
SSANGYONG	1,967
FIAT CHRYSLER	1,480
SUBARU	927
DS	664
INEOS	333
ALFA ROMEO	282
ROLLS-ROYCE	277
RAM	65
ALPINA	58
DACIA	34
LAMBORGHINI	28
POLESTAR	11
DODGE	10
GORDON MURRAY	9
MASERATI	7
ALPINE	6
BUGATTI RIMAC	2
KOENIGSEGG	1

WITH THE MOST RECALLS:
E UK RECALL CHART IN 2024

POTENTIALLY DANGEROUS CAR FAULT? HERE ARE THE CAR BRANDS THAT SENT OUT THE MOST

637,317
BMWs WERE AFFECTED: 28 PER CENT OF ALL RECALLS

AIRBAG FAULTS
BMW is one of many brands affected by a global issue concerning faulty airbags made by Japanese company Takata

80,000
NOTICES SENT OUT BY VW TO OWNERS OF GOLFS, ARTEONS AND PASSATS ABOUT FAULTY BRAKE HEAT SHIELDS

AUDI, KIA AND LAND ROVER EACH ACCOUNTED FOR EIGHT PER CENT OF ALL RECALLS

KIA ABS system was the root of most recall notices

> **"IN EXTREME CASES THE HECU COULD OVERHEAT WITH A POSSIBLE RISK OF AN UNDER-BONNET FIRE"**

SHOULD WE BE WORRIED?

RECALLS rarely hit the headlines, and when they do it's usually because there's a massive number of vehicles involved or a particularly dangerous-sounding fault – or both, in the case of the global recall affecting multiple car makers who fitted faulty airbags made by Japanese firm Takata.

But recalls can cover everything from dangerous defects that can cause accidents or vehicle fires, to surprisingly minor details, such as a warning label not meeting official construction-and-use regulations. They're a common fact of life for car companies and dealers responsible for making inspections and repairs.

The UK Government's Driver and Vehicle Standards Agency is responsible for managing and monitoring recalls, and there are various levels of seriousness.

'Stop Drive Recalls' are the most significant notification you may receive as an owner, but these are exceedingly rare. The majority of notifications issued are 'Safety Recalls', where a vehicle or component is deemed to present some safety risk.

If you receive a Safety Recall, it's imperative you contact the dealer as directed in your letter or app notification. The good news is you won't have to pay for any remedial work.

AUTO EXPRESS

FIRST FOR DRIVES

26 LEXUS LBX MORIZO RR
SUV previews performance cars

28 LAMBORGHINI URUS
Facelifted SUV gets PHEV power

30 PORSCHE 911 GTS
Hybrid hero on UK roads

> “When the firm unveiled the striking Oli Concept, it claimed its design would soon filter down into production cars”

Citroen C

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

FIRST DRIVE Facelift sharpens up loo
quirky hatchback, which remains a de

CITROEN was keen to emphasise the four pillars of its brand image – ‘comfort’, ‘daring’, ‘sustainable’ and ‘simple’ – ahead of us driving the new C4. The hatchback was launched in its current fourth generation in 2020, and has been a huge seller for the firm, with 270,000 units shifted last year.

Looking to keep this chunky slice of the segment, Citroen revealed the facelifted C4 at the Paris Motor Show last October, and in a typically design-led manner from the firm, we saw a fairly significant shift for the exterior styling.

When the company unveiled the striking Oli Concept, it claimed such design would soon filter down into production cars. This is clearly evident in the C4’s more rigid bodywork, angular LED lighting layout and Citroen’s new badge sitting prominently on the nose. While design is a matter of personal taste, there’s no doubt the latest Citroen C4 stands out from the crowd, while neatly adhering to the brand’s new identity at the same time.

The jacked-up hatch bodystyle remains, meaning the C4 continues its two-pronged fight against traditional hatchbacks such as the Vauxhall Astra and Volkswagen Golf, as well as small crossovers such as the Mazda CX-30 and Ford Puma.

It seems like most of the stylists’ efforts went into tweaking the outside, because other than a new Citroen steering-wheel badge, fresh bolstering for the seats and a new design of seat insert, it’s virtually unchanged from the old car inside.

The 10-inch central touchscreen remains standard on all models, although it features an

ESSENTIALS

Citroen C4 Hybrid 136 Max

Price: £26,625 **On sale:** Now
Powertrain: 1.2-litre three-cylinder petrol
Power/torque: 134bhp/230Nm
Transmission: Six-speed automatic, front-wheel drive
0-62/top speed: 8.0 seconds/130mph
Economy/emissions: 60.1mpg/107g/km
Size (L/W/H): 4,360/1,834/1,525mm

CITROEN
W-473-MX
C4

4

ON THE ROAD
The Citroen C4 is set up for comfort, with features such as hydraulic bump stops fitted to provide a cushioned ride

ok of French brand's
ecent family car

updated infotainment system that feels easy enough to use on the move. You no longer have ever-present ventilation buttons on the screen; thankfully, a set of simple-to-operate physical controls sit in the centre of the dashboard.

On-screen items such as the 'Application Drawer' are a bit of a faff, though, with this sub-menu weirdly featuring the sat-nav as the last item in its list. The integrated mapping isn't the smoothest system, either, with the shallow, widescreen layout not being the ideal size to display the map clearly. Apple CarPlay and Android Auto smartphone connectivity are both included, so you can circumnavigate that slightly awkward sat-nav. As part of the 'Connect Plus Pack', our car also featured ChatGPT as a voice-recognition service. But we found this less than useful, with several frustrating misunderstandings.

Opt for the base-spec You or mid-range Plus versions of the C4 and you'll get a five-inch colour screen for the driver, while top-spec Max cars have a seven-inch instrument cluster instead. We wouldn't hinge our buying choices on this, though, because they both offer the same usability and features.

Inside you'll find a level of fit and finish that is about right for the sector the C4 sits in. It's plusher than a Dacia, but not quite up to the standard of a Volkswagen T-Roc, with a swathe of hard scratchy plastic on the dashboard the main offender. Key touchpoints, such as the gear selector (used across many Stellantis cars) and the leather steering wheel (standard on the C4), do help to lift the interior ambience somewhat, though.

It's well put together, too, and during our tests we didn't uncover any annoying rattles or loose trim. On Max cars there's also a hidden drawer in the dash that can hold small laptops or tablets, or act as a secondary glovebox.

Citroen frequently uses the word 'lounge' to describe the C4's cabin ethos and while that might be a stretch, it certainly feels spacious enough for a car in this class. There's lots of legroom front and rear (more than in a Golf or Kia Ceed, for example) and even tall adults will have no complaints about headroom, either. Plus and Max trims get Citroen's latest 'Advanced Comfort Seats', with new side

▶

PRACTICALITY
Rear leg and headroom is above average for this class of car, while the Citroen's boot has a 380-litre capacity with the seats in place and 1,250 litres with them folded down

bolstering and some interesting rectangular inserts. You models have a more basic design.

On the move you realise that the Advanced Comfort Seats branding and standard-fit 'hydraulic cushions' (bump stops to you and us) aren't just a marketing exercise; they work together to filter out most potholes and road imperfections. Those wonderfully cosseting seats certainly play their part in the C4's driving experience, which focuses on the company's 'comfort' branding pillar.

The C4's powertrain line-up spans pure petrol, two petrol mild-hybrids and the e-C4 EV. There's the booted C4 X saloon, too, which has also been updated despite only joining the range in 2022.

We tried the C4 in its all-electric e-C4 guise, although we're focusing here on the Hybrid 136 – a powertrain that was introduced to the range last year. It consists of a 1.2-litre three-cylinder petrol engine and a six-speed dual-clutch automatic transmission with an in-built electric motor. The 48V mild-hybrid system isn't just some token

INTERIOR
Aside from fresh bolsters and trim design for the seats, plus the latest Citroen logo on the steering wheel, not much has changed in the cabin

"The C4 holds the road well if you do decide to channel your inner Sébastien Loeb"

IN-CAR TECH
You and Plus models get a five-inch digital instrument cluster, with flagship Max versions getting a seven-inch version. A 10-inch touchscreen handles infotainment duties, while every C4 comes with wireless charging

gesture aimed at lowering emissions, though. It slashes CO_2 emissions from around 130g/km to 107g/km. Citroen claims up to 50 per cent of your motoring can be done on the electric drive. You'll struggle to get near this figure, but we found the e-motor chimed in quite often when cruising or during slow-speed manoeuvres.

There's a Hybrid 100, too, which has the same layout as the Hybrid 136, but with 99bhp instead of 134bhp. Fuel efficiency and emissions figures are an exact match between the two, but the less powerful model takes 10.7 seconds to hit 62mph – 2.7 seconds slower than our car.

We'd like to see even more engagement from the electrical side of the Hybrid 136 system, because while the PureTech three-cylinder is a capable engine that serves many of Stellantis's products well, the e-C4 blows it out the water for refinement. With the C4's focus on ride quality – which compares favourably to most hatchbacks and crossovers – the engine's occasional grumbles feel a little out of place.

We also tried the non-hybrid PureTech 130, and preferred that car's manual gearbox. Both the eight-speed automatic in the petrol car and the Hybrid 136's six-speed auto are a bit of a letdown; the latter is slick between shifts, but it can be laggy to kick down when you need it to. This is not improved by using the steering-wheel paddles, which all too often don't seem to behave as intended.

The Citroen doesn't claim to be a car you'll regularly chuck into corners, but it holds the road well if you decided to channel your inner Sébastien Loeb. The steering is light and requires an extra input or two to get some feel for the front wheels, yet the C4 is compact and agile enough when pushed hard. We also found the skinny eco-optimised Michelin Primacy tyres had plenty of grip.

Front visibility is good thanks to a lofty driving position, but while the C4's back end may have had a redesign, the obstructive spoiler remains, so rear visibility still isn't great. Luckily, a reversing camera is standard on all but the basic You model.

Citroen announced cuts of up to £5,600 off the list price when it launched the new C4 and e-C4 last year. The basic C4 You with the lesser-powered hybrid petrol powertrain costs from £22,295. This undercuts fellow Stellantis products such as the Vauxhall Mokka and Jeep Avenger by several thousands of pounds. Citroen's family hatch feels cheap in places and its technology is far from cutting-edge, but the brand is now treading a value-driven path that few other manufacturers can seemingly compete with.

VISIBILITY
Spoiler on the bootlid impacts rear visibility, which makes the reversing camera on Plus and Max-spec cars welcome when parking

VERDICT ★★★★☆

THIS facelift for the Citroen C4 hasn't improved the French hatchback in any great way, with the newest Hybrid 136 powertrain arriving in the final few months of the old car's lifespan. A few small tweaks here and there are welcome, but the plush ride remains the outstanding part of the C4's drive.

Lexus LBX

FIRST DRIVE With Lexus's F brand on hiatus, the LBX Morizo RR previews the company's future performance models

Jordan Katsianis

Jordan.Katsiansis@autoexpress.co.uk

LBX
MORIZO RR

ESSENTIALS

Lexus LBX Morizo RR

Price: £34,000 (est. in Japan) **On sale:** N/A
Powertrain: 1.6-litre three-cylinder turbo petrol
Power/torque: 296bhp/400Nm
Transmission: Eight-speed automatic, all-wheel drive
0-62/top speed: 5.2 seconds/112mph
Economy/CO₂: 30.2mpg/233g/km
Size (L/W/H): 4,190/1,840/1,535mm

ON THE ROAD Although the Lexus has much in common with the GR Yaris, the LBX's set-up is much softer

LEXUS has an interesting relationship with high-performance cars. The F brand, which started with a legion of V8-powered rear-drive saloons such as the IS F and GS F, quickly gave rise to the LFA – one of the most revered supercars of the past two decades. But since then the F brand has been largely left to stagnate, and judging from the new LBX Morizo RR, that seems set to continue.

But all is not lost, because the Morizo moniker also happens to be the alter-ego of Toyota's inspirational, car-loving chairman Akio Toyoda – he races under the name Morizo Kinishita – and signals that while F will remain in the dark (for now), this LBX Morizo RR might be something quite special.

This is reinforced the moment you hear the spec, because this B-segment SUV packs an impressive 296bhp and 400Nm of torque, which is generated by the same brilliant three-cylinder turbocharged engine that is found in the Toyota GR Yaris.

This is then sent through Toyota's clever new eight-speed automatic transmission and variable all-wheel drive system – a first for the LBX. In order to fit the rear differential and driveshafts, the standard car's torsion-beam rear suspension has been thrown out entirely and replaced with the independent set-up used in the GR Corolla – a model that we don't get in the UK or Europe.

Helped along by the quick-shifting transmission and four-wheel drive, the LBX's performance figures are impressive, with a 0-62mph time of 5.2 seconds. But it feels like an even more powerful model, especially given the subtle augmentation of the soundtrack, the whip-crack downshifts and the exhaust note from the dual rear pipes.

Lexus says the Morizo RR has a softer set-up than the GR Yaris, and the engine is quite different in tone and character, but we'd argue that it's just as engaging and even more natural than the sometimes overly digitised sound of the Yaris.

When up and running, though, the Morizo does lack some of the sparkle found in the GR, which is to be expected. While it has 20bhp more than the hot hatch, the extra sound deadening and double glazing insulate you a little more effectively, so the LBX Morizo RR doesn't quite relinquish the refinement typical of a Lexus. For many people this will be a solid plus point, given the sometimes raucous nature of Toyota's GR Yaris.

Push into a corner and you'll feel the Morizo roll a little more, holding back the car's ultimate grip, which is also at the mercy of the more road-biased Continental tyres than the GR Yaris's Michelins. But the upshot of this extra movement is a far better ride quality, underpinned by the suspension's impressive travel and general sophistication.

Compared with, say, a Ford Puma ST, a similarly minded model of the same size, there's bucket loads more travel and capability in the LBX, even if the outright engagement levels aren't as high. Instead the LBX Morizo RR finds a better balance between performance and everyday usability. The automatic transmission reinforces this notion, because while it's not quite as razor sharp as the best dual-clutch gearboxes, it's still quick enough to upshift and respond to the steering wheel-mounted paddles, while being smooth and well calibrated when just pootling about.

Factors such as the extremely high-quality cabin, superb seats (borrowed from high-end models such as the RC coupé), and easy-to-use digital interfaces also add up to create an impressive overall package.

There are only a couple of issues, the first being the limited space in the rear, plus the boot has had to be reduced in size to accommodate the rear suspension. The LBX is the same size as a Puma, but the bits that make it a Morizo RR take up far more space than the front-wheel-drive Ford's.

Which brings us to the main issue, and that is the fact that Lexus still hasn't committed to bringing the Morizo RR to the UK, or indeed even Europe. To not do so would be a shame – the car is a superb little package that we think would suit the UK's roads and conditions almost perfectly.

If there were a world where the stars aligned, this brilliant little Lexus would be a very worthy addition to the brand's line-up at a time when it's crying out for cars with more character. So until the firm reveals what it has in store for the F brand, this LBX is a frustrating taste of what a high-performance Lexus could be in this new era of Morizo.

"The Lexus finds a better balance between performance and everyday usability than a Puma ST"

HANDLING
The travel in the suspension allows for some obvious body roll when you attack a corner, but the benefit of that is a more supple ride

AEX VERDICT ★★★★☆

THIS tiny high-performance Lexus SUV screams with character in a way the regular LBX could only dream of. Combining all of the best bits from Toyota's brilliant GR Yaris with a higher-quality interior and subtler styling, it fills a gap in the Lexus range that's asking to be occupied. There's only one issue, really, and that is the fact that the firm still hasn't committed to letting us Europeans buy it. Let the petition start now.

SPEED SE is slower from 0-62mph than old car thanks to extra weight, but it's still a very quick car

> **"Engage Hybrid mode will awaken the V8 with a**

Lamborghini Urus

SETTINGS There are seven driving modes to choose from, but only four are relevant for on-road use

FIRST DRIVE Fresh-faced hyper-S it still be a 'proper' Lamborghini if i

ESSENTIALS

Lamborghini Urus SE

Price: £208,000 **On sale:** Now
Powertrain: 4.0-litre twin-turbocharged V8, 25.9kWh battery, 1x e-motor
Power/torque: 789bhp/950Nm
Transmission: Eight-speed automatic, all-wheel drive
0-62/top speed: 3.4 seconds/193mph
Economy/CO2: 135g/km/51g/km
EV range: 37 miles
Size (L/W/H): 5,123/2,022/1,638mm

> and a prod of the throttle
> ll the fanfare you expect"

s SE

SUV hits the road – but can
t has plug-in hybrid power?

INTERIOR
Higher-quality materials are better than before, but it's still not quite as plush as some rivals

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

LAMBORGHINI'S Urus has been a huge success, having done more for the brand's bottom line than any other model. But it's been on sale for six years and the SUV game has moved on – and now, so has the Urus, in the form of this SE.

The big change is the new plug-in hybrid system, based around a twin-turbocharged 4.0-litre V8 engine. Peak power is a staggering 789bhp, with torque now at 950Nm. These are gains of 132bhp and 100Nm, but they come at some cost.

Thanks to the SE weighing about 300kg more than the old Performante, acceleration is a little slower – although 0-62mph in 3.4 seconds is still enough to remain at the top of the class. Plus the SE can do up to 37 miles on pure electric power.

Its set-up features a limited-slip differential at the rear, four-wheel steering, an active anti-roll system, carbon-ceramic brakes and the latest air-suspension tech. They're controlled through seven drive modes, but the only ones you'll need to worry about on the road are Strada, Sport, Corsa and Ego.

Within each of these are four powertrain modes, made up of EV, Hybrid, Recharge and Performance. EV mode does what it says, with Hybrid combining the e-motor and V8 to operate smoothly around town. Recharge does the same, but puts a bit more emphasis on the V8 to not only hold the current battery charge level, but slowly add to it, as well.

Pull away in EV mode and there is some jerkiness, but initially it's the piped-in sound that grates more. Rather than seeming futuristic, it has the irritating warble of a worn wheel-bearing. Not a good start.

Flick a lever to engage Hybrid mode, though, and a generous prod of the throttle will awaken the V8 with all the fanfare you'd expect – no subtle slipping in and out of use, as in a plug-in Bentley.

In Performance mode the V8 essentially acts as a pure combustion engine, with the e-motor only for added propulsion. It means the Urus SE is able to build some serious speed, and its chassis feels more adept than in the slightly wild previous-generation car. There's not a huge amount of feel, and the active anti-roll bars can make it a little tricky to get a sense of how much grip is available from the front tyres, but you can still shoot down the road with confidence at an incredible pace.

Somewhat unsurprisingly, this car improves at speed – the normally lumpy ride is smoothed out, while the e-motor better integrates itself into the overall powertrain. However, at this point the Urus SE uses a colossal amount of fuel.

Not that many potential Urus buyers will care, but our test economy was close to the 21.3mpg quoted for a car with a depleted battery. Plus in winter weather, we barely managed 15 miles of EV range.

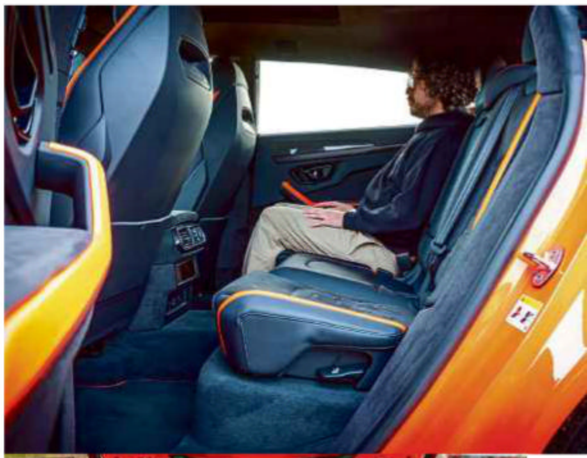
Inside, the SE's changes extend to a brand-new dashboard incorporating a larger 12.3-inch central display above the old car's lower touchscreen. The interface is still tricky to navigate, though.

Interior quality is up, yet there's still a few too many hard plastic elements. This cabin doesn't suit a car that starts at £208,000, especially when an Aston Martin DBX707 costs about the same.

Space inside is okay but no better, given the car's dimensions. Headroom is the main compromise in the back, and the small windows and dark finishes don't make it feel any more airy. The seats are no more than relatively comfortable, and they lack the ultimate support you'd hope for in such a high-performance SUV. The 616-litre boot is big, but has no underfloor storage for the charge cable.

Outside, the new styling brings a slightly cleaner look. The more angular rear end is a particular highlight, and helps the new model look less like a giant hatchback than the old one.

The Urus SE is a better car than before, but still lacks a wide-enough breadth of chassis tuning and sufficiently bespoke feel to justify its price. But we're delighted that it clearly fulfils customers' expectations – there's already a two-year waiting list – so the development budget for Lamborghini's next supercar is unlikely to be cut any time soon.



VERDICT ★★★★☆

FANS of the old Urus needn't have worried about the new plug-in hybrid SE going soft. It's just as fierce as before, with a similar level of aggression to its general driving demeanour. But there are also lots of benefits to the hybrid system, because alongside the extra grunt comes a modest pure-electric range – although whether the SUV's buyers will actually take advantage of it is remains to be seen.

ON THE ROAD New GTS feels incredibly sharp and responsive, yet can also deal easily with even the most scarred UK road surfaces

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

EMISSIONS may be a strange starting point for any Porsche 911 review – especially of the GTS variant – but they reveal Porsche's intentions when it created the first hybrid 911. At 244g/km, the new Carrera GTS T-Hybrid emits the same amount of CO_2 as its non-hybrid predecessor, so it's clear Porsche had no intention of overhauling one of our favourite 911s for environmental credits. Nevertheless, the numbers do look good on paper.

In this facelifted 911 GTS, the flat-six engine's displacement has increased from 3.0 to 3.6 litres, and it has a new single turbocharger.

The hybrid system comes in the form of a small 1.9kWh battery, which sends its power to an electric motor mounted on the standard eight-speed PDK automatic transmission. There's also an e-motor on the turbocharger, which can build immediate boost pressure and remove lag.

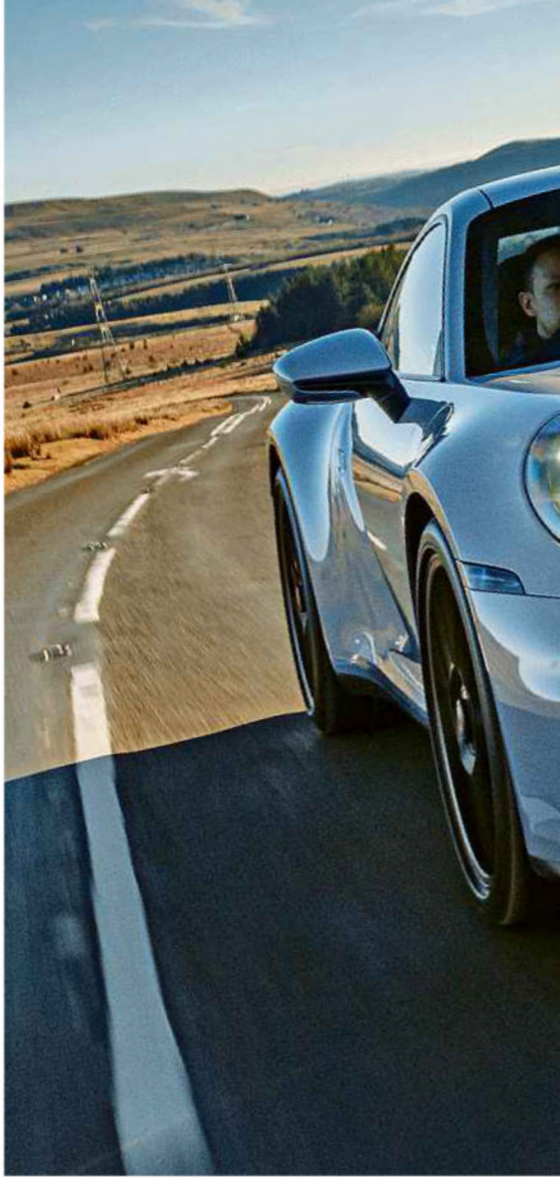
Combined, the hybrid system and combustion engine put out 534bhp and 610Nm of torque, up from 473bhp and 570Nm before. The coupé we're driving here has a 0-62mph sprint time of exactly three seconds, four-tenths of a second quicker than its predecessor, making it the fastest Carrera-badged 911 ever.

On the open road, the first thing you notice is just how responsive the new engine is. You need have no worries that this more complicated powertrain has made your right foot less engaged in the process – the turbocharger is quicker to build maximum boost than before and there's a real flexibility throughout the rev range. As ever, the pedal feel is a little stiffer than you might imagine, but very much welcome once you start to push on.

An active exhaust system is standard on the GTS and switching to the Sport setting opens the flaps to give you a lovely, traditional flat-six chatter at low speeds, along with a deeper roar at the top end, with a distant, high-pitched tune coming from the turbocharger when you lift off. Even with the exhaust in 'normal', the GTS still makes a satisfying noise, and the rare instances of an electrical whirr from the hybrid system only add to the experience.

The GTS tops out at 7,500rpm with peak power coming at 6,500rpm. The rev-counter sits bang in the middle of the new-look digital dash introduced as part of the facelift for the whole 911 line-up. But if you're tall, it's a little obscured by the steering wheel in the middle reaches of the rev range, even with the seats in their lowest position.

Your eyes won't notice that too much, however, because the way the GTS romps down the road requires all of your attention. Even in the freezing temperatures we tested in, the traction was impressive. That's thanks in part to this updated model getting slightly wider rear tyres (the fronts stay the same as before). But if you need more



Porsc

FIRST UK DRIVE The new Porsc
power to the range, so is it a wor

DETAILS GTS model features centrelock wheels and PDK as standard. Seats are supportive

INTERIOR As is traditional, the rev-counter dominates the 911's instrument display. Wheel can obscure it, though

> "The way the GTS romps down the road requires all of your attention. Its traction is very impressive"

he 911 GTS

he 911 GTS introduces hybrid
thwhile addition? We find out

grip, there is the option of an all-wheel-drive '4' version of the coupé and Cabriolet GTS (the Targa GTS is offered as only a 4).

In any variant, as well as a rear-wheel-steer system, there's the same Wet, Normal, Sport and Sport Plus driving modes as before, and each setting works in conjunction with the well-honed Dynamic Chassis Control system.

The 911's steering is as excellent as ever, giving you an almost telepathic connection to the front wheels. As you cycle through to the sportier driving modes, you can even introduce slips of traction.

This latest GTS can still tackle the worst of Britain's roads, and while its ride certainly sits on the firm side, the adaptive dampers do take the edge off imperfections in the tarmac.

The PDK transmission is tremendous, too; the upshifts are crisp, and during daily driving it's well mannered. Our only minor gripes are that the manual paddle-shifters are a slight reach from the wheel rim and a little small. The downchanges could be more urgent in Sport Plus mode, too.

ESSENTIALS

Porsche 911 Carrera GTS

Price: £132,600 **On sale:** Now
Powertrain: 3.6-litre 6cyl turbo, 1x e-motor
Power/torque: 534bhp/610Nm
Transmission: Eight-speed automatic, four-wheel drive
0-62/top speed: 3.0 seconds/194mph
Economy/CO2: 25.7mpg/244g/km
Size (L/W/H): 4,553/1,852/1,301mm

VERDICT ★★★★★

THE latest GTS shows how the 911 can change with the times. Porsche has integrated hybrid power without diluting the essence of the 911, but has done it in such a way that it adds a welcome layer to the car's character. With supercar-like performance on tap, the GTS is now a very different beast from the regular Carrera.

IS POOR VISION DRIVING YOU TO DISTRACTION AT NIGHT?

As an ageing driver population faces vision challenges when driving in the dark, we take a look at cutting-edge tech designed to improve eyesight and keep people on the road

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

AGE doesn't come easily, and one of the first signs that you're getting on a bit is usually failing eyesight. Suddenly, driving at night becomes more of a guessing game as your eyes struggle to adapt to low-light conditions, interspersed with flashes of bright headlights.

Vision problems aren't limited to the hours of darkness though, and with increasing numbers of older drivers on the road, it's to be expected that more of us will face challenges. Typical age-related decline can make spotting hazards in the road, such as potholes, more difficult, as well as affect your ability to spot peripheral dangers or simply read road signs. In my case, reading dashboard dials has become almost impossible without bifocal lenses, and night-time driving is more of a strain than it used to be.

There's also a long list of conditions among older people, including macular degeneration, cataracts, glaucoma and diabetic retinopathy, which can all have a significant effect on the ability to drive safely. Symptoms for these conditions can include a loss of peripheral sight, blurred vision, difficulty judging distances, disruptive light flashes or night blindness.

Fortunately, the challenge of worsening vision doesn't necessarily mean the end of the road for drivers, but it definitely suggests the advice of an expert practitioner is in order. We visited Nicklins Opticians in Guildford, Surrey, where partner and dispensing optician Paul Davies demonstrated what's accepted as one of the most cutting-edge technologies available on the high street for providing the best vision correction for drivers - the Rodenstock DNEye Scanner.

First, we got an insight from Paul about the capabilities of the DNEye Scanner, currently available at only a limited number of opticians, which is designed to create lenses that are far more 'bespoke' than your personal prescription. An important feature is that while a regular prescription is made in daylight conditions, the DNEye scanner combines readings for both day and night.

"It doesn't just look at the lens, but actually how light passes through the eye," says Paul. "Individuals all have aberrations, or slight imperfections in our vision, so we can measure those and build specific corrections into lenses that will reduce the effects."

Sitting in front of the machine, the scan takes just a couple of minutes, and involves tracking a red dot as it moves around inside the viewfinder, accompanied by various flashes and visual effects. The DNEye Scanner records an incredible 7,000 measurements of so-called 'high-order aberrations', which are complex

“THE NEW DNEYE SCANNER RECORDS AN INCREDIBLE 7,000 MEASUREMENTS OF SO-CALLED HIGH-ORDER ABERRATIONS”

SCANNING DNEye scanner not only checks your vision but also for imperfections that can cause objects to have halos, and make you more susceptible to headlight glare

imperfections that affect the quality of the image projected by the cornea onto the retina, in both daylight and darkness.

The three important ones are known in the trade as ‘trefoil’, ‘coma’, and ‘spherical aberration’, which respectively can cause glare and halos around objects, seeing light points with a comet-like tail, and blurred vision. Together, especially at night, these factors can combine to significantly reduce visual acuity.

Paul shows me results that indicate low and medium levels of each, but higher levels of aberration at night.

He explains: “What happens at night is your pupil gets bigger to let in more light, and that’s often when people start struggling. That’s the argument behind these lenses, because it’s not glare that you’re dealing with, and if it’s uncorrected in your prescription it can lead to tired eyes. So, although it’s really beneficial for driving, it’s actually really good from an everyday point of view, too. That’s why we recommend it, and why people like it.”

PAUL DAVIES Optician at Nicklins Opticians

“AT NIGHT YOUR PUPILS GET BIGGER TO LET IN LIGHT, AND THAT’S WHEN PEOPLE CAN STRUGGLE”

By incorporating its scanner data (and those 7,000 individual measurements) into your regular prescription, Rodenstock claims its bespoke lens system offers “the sharpest vision of all time”, with improved contrast, especially at night, along with the largest fields of vision among the benefits.

But what's the price of returning your eyesight to as near perfect as is currently possible with a pair of spectacles? Today, it’s a potentially painful £500 or so, just for the lenses, but the good news is that a technology that’s currently rather exclusive should eventually trickle down into the mainstream. Meanwhile, what price would you put on having sharper vision, and more relaxing driving in the day and at night?

THE EXPERT VIEW: HOW VISION PROBLEMS CAN AFFECT DRIVERS

We asked Kevin Gutsell FBDO (Hons) SLD, president of the Association of British Dispensing Opticians and optical consultant, to provide Auto Express readers with his insights into how vision problems affect drivers – and more importantly, what you and your optician can do about it

Kevin Gutsell

MANY people tolerate less-than-optimal vision while driving, with the well reported problems of headlamp glare leading people to feel insecure when driving in dim light or the dark, potentially putting passengers, other drivers and pedestrians at risk.

Problems with vision can affect drivers in many other ways – typically motorists may suffer from distortion when using door mirrors, difficulty assessing distances or the inability to see instrument panels clearly. New technologies, including satellite-navigation or touchscreen displays positioned in the centre of the dashboard, augmented-reality guidance systems or digital rear-view mirrors can exacerbate these problems.

Driving is a complex task that requires specific visual skills: reacting to traffic signals, traffic lights, pedestrians, endless street signs and other vehicles. Peripheral vision is particularly important. Night myopia, a condition where the eye becomes nearsighted in low-light conditions due to changes in the eye's refractive properties, is an additional problem for some drivers.

The most advanced lenses and lens coatings can provide more confident and safe driving, particularly at night.

The RAC recently published a study into headlight glare, which found that 85 per cent of those affected feel the problem is getting worse. Of these drivers, 67 per cent are forced to slow down considerably until their vision clears, which can take six seconds or more. Yet, sadly, only six per cent of drivers experiencing difficulties had spoken to an optician about glare. Opticians are experienced in dispensing the latest and most appropriate specs, which include tints and coatings specifically for drivers' needs. For people struggling with night-time driving, bright sunlight and glare, there are multiple anti-reflection coatings, tinted and polarising lenses. These issues can affect drivers of any age.

KEVIN GUTSELL President of the Association of British Dispensing Opticians

> **"DRIVING IS A COMPLEX TASK THAT REQUIRES SPECIFIC VISUAL SKILLS: REACTING TO TRAFFIC SIGNALS, TRAFFIC LIGHTS, PEDESTRIANS, SIGNS..."**

SUNLIGHT GLARE

DOOR MIRROR DISTORTION

JUDGING DISTANCES

VISION ISSUES
People with failing vision will display symptoms such as struggling in sunlight, having trouble viewing mirrors and difficulty judging distances

RAC REPORT INTO HEADLIGHT GLARE:

85%
OF THOSE AFFECTED BY HEADLIGHT GLARE FEEL THAT THE PROBLEM IS GETTING WORSE

...OF THESE DRIVERS:
67%
ARE FORCED TO SLOW DOWN CONSIDERABLY UNTIL THEIR VISION CLEARS

...YET ONLY:
6%
OF DRIVERS EXPERIENCING DIFFICULTIES HAD SPOKEN TO AN OPTICIAN ABOUT GLARE

KEY VISION ISSUES FOR DRIVERS, AND WHAT TO DO ABOUT THEM

Headlamp glare/dazzle

AN almost mandatory question by the optician should be about personal driving habits: when, where and for how long. As stated before, the modern-day headlight is brighter and can be positioned higher on the front of the car. A dirty windscreen and spectacle lenses needing a clean do not help, either. Anti-reflection coatings generally will make driving at night more comfortable, although those experiencing more discomfort or those who spend greater time driving after dark may well find specialist coatings even more beneficial.

Your dispensing optician, in conjunction with the optometrist, will be best placed to decide which product is most suitable for you. An anti-reflection coating is a must. You may also benefit from a lens design or a driving-specific coating to reduce glare and give wider distance vision.

Difficulties with night driving can be exacerbated by eye conditions such as cataracts. This again highlights the need for regular eye examinations, because there may come a point where your vision falls below the standards to drive. Wearing dark lenses is not the answer.

Inability to read the dashboard dials

READING dashboard dials causes problems for drivers who are either not wearing up-to-date spectacles or contact lenses, or those with bifocals or varifocals/progressive lenses.

As a driver you should have your eyes tested at least every two years, and at that time your vision requirements can be discussed. For example, the modern dashboard is quite detailed, with many things to see. If you are struggling to see the smaller dials on the dashboard then you can be prescribed spectacle lenses to improve vision in these areas. Viewing the dashboard is more often an issue for those needing spectacles for distance, intermediate and near vision.

Over the past 30 years there has been a decline in people wearing bifocals. The more senior bifocal wearer may find virtually no area for middle distance in which the dashboard exists. The aesthetics of varifocals, increased use of laptops and computers (intermediate vision) and general improvements in spectacle lens technology have meant these issues have, to some degree, disappeared.

OUR TOP SPECIALIST LENSES FOR DRIVERS

OPTICIANS carry a range of branded specialist products to help drivers. Here's a rundown of some of the most popular and/or well respected brands:

• EnRoute lenses

These lenses from Hoya focus on reducing glare and reflections caused by oncoming traffic and street lights. The lens is designed to give wide vision with improved contrast and brightness at night-time and at dusk.

• Zeiss DriveSafe lenses

These lenses feature technology that's designed to improve vision in low-light conditions. The firm's DuraVision DriveSafe anti-reflection coating also targets night-time headlamp glare.

• Rodenstock's Solitaire Protect Road 2 coating

This is another premium anti-reflective coating, coupled with a light tint reducing glare at night and enhancing contrast during the day. It also has a specialist 'clean' coating, making it difficult for dirt to adhere to the lens. The company's Road lens is designed to provide a large field of view over long distances for unrestricted vision.

• Essilor Luxottica Crizal Drive Anti-reflection coating

The company claims a reduction of 90 per cent in reflections during night-time driving, compared with no lens coating. Crizal Drive offers resistance to scratching, easy clean, water-repelling properties and UV protection.

With thanks to the Association of British Dispensing Opticians and the Optical Suppliers' Association

TOYOTA
GX74 ZGY

Toyota's Land Cruiser has ruled the 4x4 roost for 75 years. Is the latest model a match for the capable Ineos Grenadier, though?

CHANGING T

ESSENTIALS

Toyota Land Cruiser 2.8 D-4D Invincible	**Ineos Grenadier Station Wagon 3.0D Trailmaster**
Price: £74,995	**Price:** £68,640
Powertrain: 2.8-litre four-cyl in-line, 202bhp	**Powertrain:** 3.0-litre six-cyl in-line, 249bhp
0-62mph: 10.9 seconds	**0-62mph:** 9.9 seconds
Test efficiency/range: 29.8mpg/524 miles	**Test efficiency/range:** 23.2mpg/459 miles
Annual VED: £600	**Annual VED:** £600

Pete Gibson

THE GUARD?

TOYOTA LAND CRUISER

Young-gun Grenadier aims to overcome Land Cruiser's heritage

HEAD TO HEAD

FOR nearly 75 years, one car has delivered go-anywhere ability like no other, and we're not talking about a Land Rover. The Toyota Land Cruiser has built a reputation for dependability and capability that has made it a go-to choice for buyers across the globe, and the latest generation is hoping to maintain that tradition.

This time around, Toyota has gone back to past incarnations for design inspiration, and the all-new model features a look that echoes that of the mid-eighties Land Cruiser, with plenty of straight edges and sharp angles, although it also comes with lots of modern kit on board, as well as a seven-seat layout.

While there are loads of SUVs on the new-car market, not many are as dedicated to off-roading as the Land Cruiser. One that can easily follow it off the beaten path is the Ineos Grenadier. It's one of the most capable 4x4s we've ever driven, which helps to make up for some of its shortcomings in other areas.

Can this relative newcomer hold a candle to one of the most famous off-roaders in the business? We put both models through their paces on tarmac and in the rough stuff to see which is the most compelling 4x4 of all.

CONTENDERS

Toyota Land Cruiser

WHILE rival 4x4s have changed beyond recognition over the years, the Land Cruiser retains a pretty traditional layout. It features Toyota's GA-F body-on-frame construction, which is also used by the big-selling Tacoma and Tundra pick-up trucks in the US.

Power for the UK Land Cruiser comes from another pick-up, with the 202bhp 2.8-litre four-cylinder diesel lifted from the Hilux. It's connected to permanent four-wheel drive with a centre Torsen diff, low-range and electronic rear diff lock.

ON THE ROAD

THE punchy six-cylinder diesel gives the Ineos a clear performance advantage, but the hesitant gearbox can frustrate. The Ineos engine is far smoother than the Toyota's unit, though.

Vague and relatively weighty steering means the Ineos requires your constant attention, but the Land Cruiser's rack is light and over-assisted, so while it's more responsive to direction changes, it doesn't suit the car's character.

TECH HIGHLIGHTS

THE Toyota is packed with tech, including twin digital screens, a head-up display and electronic control of the off-road functions, most of which are operated via separate buttons.

There are chunky toggle switches dotted around the Grenadier's cockpit for its controls, plus a BMW iDrive-style set-up for the screen. The section of the display closest to the driver is given over to speed, revs, trip computer, etc.

PRICE AND RUNNING

NEITHER car is cheap, but the Land Cruiser comes with more standard kit, including four heated and ventilated seats, a panoramic camera system and two-zone climate control.

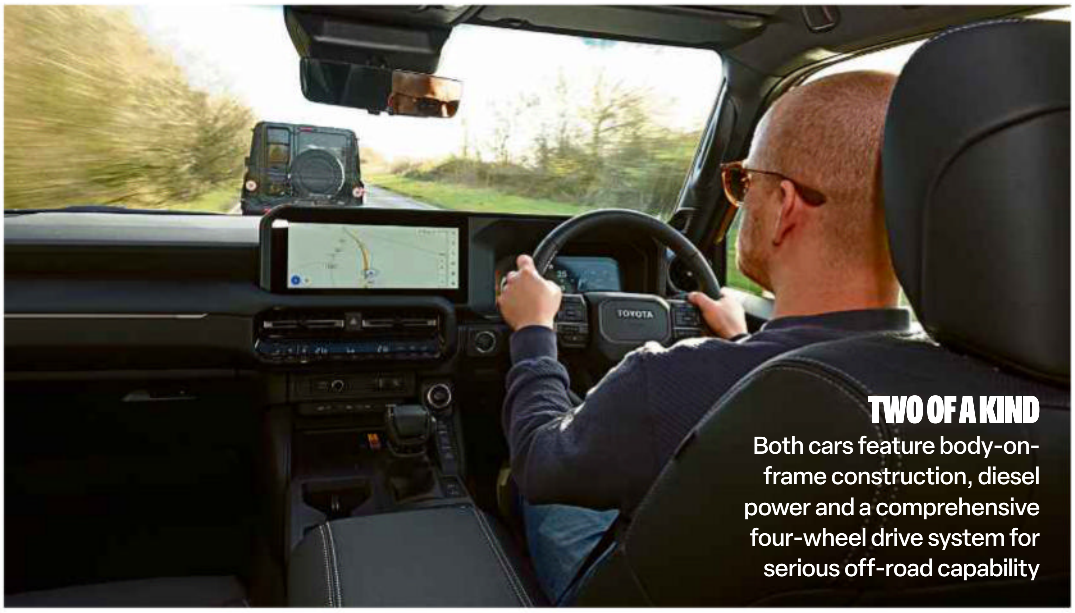
These cars aren't very economical, either, but the Grenadier's BMW-sourced diesel is particularly thirsty, returning less than 25mpg on test. It makes up for this with a bigger fuel tank, but the Land Cruiser can still travel further on a tankful.

R vs INEOS GRENADIER

Ineos Grenadier

A CLEAN-sheet design saw Ineos build off-road prowess into the Grenadier from the outset. As with the Land Cruiser, it has a body-on-frame construction, while the firm has bought in various components from outside sources to ensure durability.

There's low-range via a mechanical lever, while the Trialmaster model includes both front and rear mechanical diff locks to complement the standard-fit centre differential. All-terrain tyres also come as standard on this version of the Grenadier.



TWO OF A KIND
Both cars feature body-on-frame construction, diesel power and a comprehensive four-wheel drive system for serious off-road capability

PRACTICALITY

THE Land Cruiser's seven-seat layout offers versatility, but the seat mechanisms are clunky to use. There's a powered tailgate, while the glass opens separately for quick access.

The Grenadier's barn-style doors have a 30:70 split to fit the spare wheel on the back. There's no load cover, but standard floor rails are handy for tying items down. High ground clearance means cabin access can be tricky for less able people.

OFF-ROAD ABILITY

FRONT, rear and central diff locks help the Grenadier to tackle the toughest terrain, while its hill-descent system is smooth and controlled, even on the steepest slopes.

All-terrain rubber gives the Ineos an advantage, although it would still lead the Land Cruiser on matching tyres. Selecting low range in the Toyota is via the press of a button; the Grenadier has a traditional (and very stiff) mechanical lever.

OWNERSHIP

TOYOTA'S larger dealer network will be helpful, but Ineos is aiming to offer a bespoke after-sales service for its customers. There's a five-year, unlimited-mileage warranty for the Grenadier, compared with three years of cover for the Land Cruiser.

But, as with the entire Toyota range, the car's warranty can be increased to 10 years or 100,000 miles if it's serviced annually at an approved Toyota franchise.

TOYOTA

Retro looks mask a new platform

AFTER a brief hiatus, the Toyota Land Cruiser has returned to the firm's line-up, and brings with it some retro-modern design for the exterior, while inside there's lots of technology, as well as a new platform underneath. It's the most expensive car in the current Toyota range, with a price tag of £75,000 that places it firmly in Lexus territory. Does it have the talent to justify the expense?

ENGINES & PERFORMANCE 3.8/5★

THE latest Land Cruiser's platform is new to the UK, but it's a proven set-up borrowed from the Tacoma and Tundra pick-up trucks that are sold in the US. Body-on-frame construction ensures the kind of off-road ability that the Land Cruiser is famous for, and it features double-wishbone suspension up front and a four-link system at the rear, with a lateral control arm to boost stability.

While the chassis is new, the UK-spec Land Cruiser features the same large-capacity 2.8-litre four-cylinder diesel that was used in the last model, and is also found in the Hilux pick-up. Maximum power is 202bhp at 3,000rpm, while there's 500Nm of torque available from 1,600rpm.

A kerbweight of 2,335kg is a lot for the engine to haul around, and the Land Cruiser has a 0-62mph time of 10.9 seconds, behind similarly priced versions of the Land Rover Defender and Ineos Grenadier, which feature punchier six-cylinder powerplants.

Drive is sent through an eight-speed automatic gearbox to a permanent four-wheel drive system, with high and low-range gears. There's a centre Torsen diff to manage power distribution and an electronic rear diff lock that helps boost traction when grip is low, while the detachable anti-roll bar is designed to help when driving off road. Electronic assistance comes in the form of hill start and downhill assist, crawl control that maintains a set speed so you can concentrate on steering, and Multi Terrain that sets up the car's electronic systems for different conditions.

DRIVING 4.0/5★

ANY car that's designed with off-roading in mind will have limits placed on its ability on tarmac, but overall the Land Cruiser demands few compromises in this area.

AROUND TOWN At just under five metres long, the Toyota Land Cruiser is a big car to manoeuvre around town. However, relatively light steering and a panoramic 360-degree camera system help you to place it accurately, and the tall driving position gives you a clear view of your surroundings.

There's a firm edge to the ride when driving at lower speeds, while the diesel engine isn't the most pleasant-sounding unit when you're accelerating in town.

A & B-ROADS The ride smooths out the faster you go, while the engine settles down to a low hum as the gearbox short-shifts through the ratios. Toyota has added Sport and Eco driving modes, and selecting the former sees the powertrain deliver sharper responses that help the car feel surprisingly lively, considering its size and weight.

The brakes do a good job of bringing the Land Cruiser to a halt, with good feel through the pedal, while the steering is positive, but a little on the slow side. It will be the car's high centre of gravity that is the main factor in preventing you from pushing it any harder. But grip is good from the four-wheel drive system, so you need to be pushing beyond what is comfortable to cause any upset.

MOTORWAY There's enough power to reach the national limit before the end of a slip road, although it will be accompanied by a harsh diesel rattle from under the bonnet. However, once up to speed, the engine settles down and is overtaken by road and wind noise. This isn't too bad, though, and the Land Cruiser is a decent long-distance companion.

OFF ROAD Head for the wilds, and the Land Cruiser shouldn't let you down, although it might not be able to head as far into the rough as some rivals. There's a central Torsen differential to send power to the corner with the most grip (or can be locked in a 50:50 split), but the rear diff lock is an electronic system that reacts to wheel slip, rather than engaging permanently before grip is lost – some off-road enthusiasts prefer this kind of set-up.

Ground clearance and a long wheelbase will limit some of the Land Cruiser's ability, too, with 215mm of clearance and a 2.8-metre wheelbase restricting the car's breakover angle. The rear overhang is a bit of a limiting factor as well, with a departure angle of 17 degrees being around half the figure quoted for an Ineos Grenadier, for example.

Another factor that will affect performance off the beaten track will be tyres. While rivals such Ineos and Land Rover offer all-terrain rubber as an option, you'll have to visit a fitter to replace the road-biased cross-terrain tyres that are fitted to the Land Cruiser.

Thanks to the car's global popularity, the aftermarket will be able to offer plenty of off-road upgrades, such as snorkels, storage racks and additional lighting.

MPG & RUNNING COSTS 3.5/5★

A LARGE-capacity four-cylinder diesel connected to an automatic gearbox and

MODEL TESTED:
Land Cruiser 2.8 D-4D Invincible

PROS	CONS
Strong reliability	High asking price
Capable performer off-road	Engine unrefined when revved
Competent handling on it	Limited model line-up

TESTER'S NOTES

THE UK-market Land Cruiser is known internally at Toyota by the J250 model code, because there's a larger J300 Land Cruiser available in other territories. Where both models are sold side by side, the UK version of the Land Cruiser adds the Prado suffix.

The two models are based on the same platform, but the J300 is slightly larger, has more contemporary styling and only comes with V6 petrol or diesel engines. In the US, the smaller J250 is the only Toyota Land Cruiser that's sold there, while the larger J300 model is sold as the Lexus LX.

Dean Gibson
Senior test editor

LAND CRUISER

n and contemporary technology for long-running nameplate

LAND CRUISER

"THE LAND CRUISER IS THE MOST EXPENSIVE CAR IN THE CURRENT TOYOTA RANGE, WITH A PRICE TAG OF £75,000 ” permanent four-wheel drive system isn't going to be particularly efficient. Stop-start is fitted, but an official fuel economy figure of 26.4mpg is pretty poor.

During our time with the Land Cruiser we managed 29.8mpg thanks in part to a number of miles spent cruising on the motorway. When combined with the Toyota's 80-litre fuel tank, that means there's a range of more than 500 miles on offer.

TAX High emissions and a £75,000 list price mean it's not just fuel that's that requires an extensive outlay. Road tax is £600 for the first five years, while Benefit-in-Kind costs are north of £10,000 for 40 per cent taxpayers.

INSURANCE A group 48 rating is two away from the highest category, although that's par for the course for cars at this price point.

DEPRECIATION One appealing number is the Land Cruiser's residual value, which at 64 per cent makes it one of the best performers in the whole new-car market. That can be put down in part to the car's freshness and limited availability, but is still impressive nonetheless.

INTERIOR & TECHNOLOGY 4.2/5★

WHILE the exterior carries a look that's inspired by past incarnations of the Land Cruiser, the cabin has more in common with Toyota's contemporary line-up.

DESIGN Retro lines might be the order of the day on the outside, but the cabin goes for a more modern look that has a definite chunky theme. There's an upright, squared-off instrument pod, and large circular air vents at either end of the dashboard.

As is common with modern Toyotas, there are plenty of buttons and labels across the dash, including individual climate controls that are separate from the main touchscreen. The controls for all of the Land Cruiser's off-road functions are clustered next to the drive selector, with additional information available on the main touchscreen.

QUALITY The switchgear has a familiar feel, so it works with precision, while the chunky seat mechanisms feel robust, especially when changing the configuration in the back.

TECH AND INFOTAINMENT The large 12.3-inch touchscreen is joined by a similarly sized dashboard cluster. Some manufacturers make a point of joining these screens together for one sweeping display, but in the Land Cruiser the dials are deeply recessed to help mitigate reflections and look like regular instruments. Electronic control for the 4x4 functions helps to free up space on the dashboard for cup-holders and storage.

PRACTICALITY 4.5/5★

LARGE, boxy dimensions mean that the Toyota Land Cruiser can't help but offer generous space inside, which is enhanced by the standard-fit seven-seat layout.

FRONT SPACE The upright dash puts all of the controls close to the driver, and the physical buttons helps aid user-friendliness. There's a wide range of seat and wheel adjustment and a tall driving position that gives a good view ahead. The glovebox is small, though, and the armrest bin is restricted because it features a coolbox function to keep items chilled.

REAR SPACE The back doors are a little narrow for such a large car, so access isn't brilliant. Inside you'll find a high seating position with lots of elbow room, but it will have taller occupants brushing the headlining. The third row is only really for kids or small adults, with limited legroom on offer.

Getting to those seats can be awkward, because the middle row just tumbles forwards and doesn't slide to boost access. The backs of the middle seats can be reclined or set upright to make a bit more space in the back.

BOOT SPACE There's a limited 130 litres of space available in seven-seat mode, but this grows to 620 litres when the rearmost seats are folded flat into the floor. A maximum capacity of 2,000 litres is offered with the middle row tumbled forwards. You also need to tether the seats in place using the built-in straps to stops them falling back down.

TOWING The Land Cruiser will be a perfect tow vehicle, with that torquey diesel providing lots of pulling power from as little as 1,600rpm, while trailer sway control is part of the car's electronic stability control. A maximum towing capacity of 3.5 tonnes is offered, while Toyota has a range of fixed and detachable towbars available on the accessories list.

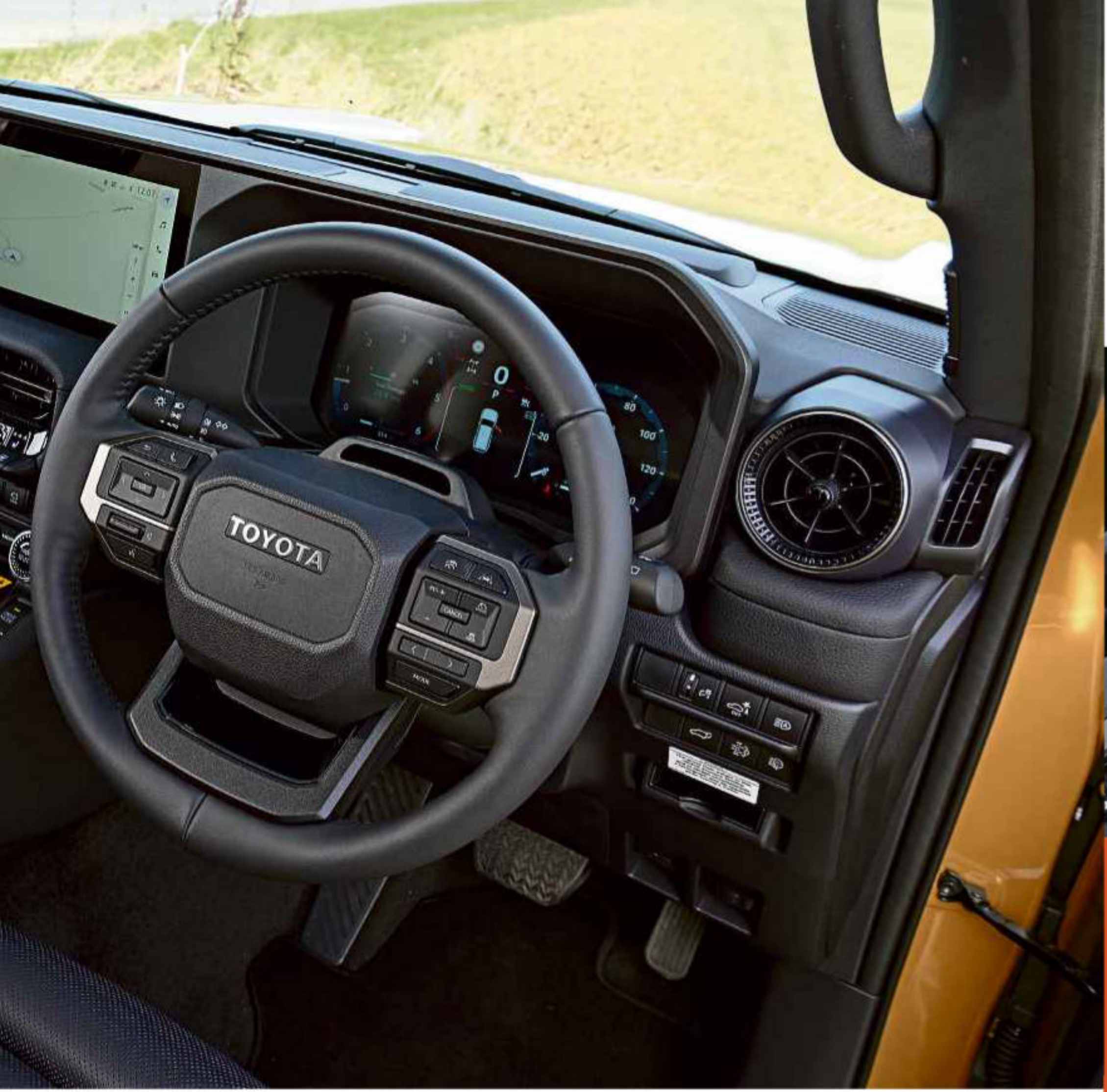
RELIABILITY & SAFETY 4.5/5★

THE Land Cruiser is a relatively low-volume seller, so it's unlikely that Euro NCAP will run it through its safety assessment programme. But there shouldn't be much to worry about, because Toyota Safety Sense is standard. This system features on lots of other five star-rated Toyotas, and includes adaptive cruise control, road-sign recognition, lane-departure warning and a pre-collision system among its tech.

Toyota has a decent record in our Driver Power surveys, with owners praising their cars for reliability and dependability. The firm

DISPLAYS
Infotainment duties are handled by a widescreen panel, with the digital dials recessed in a deep binnacle to cut glare

TOYOTA
GX74 ZGY

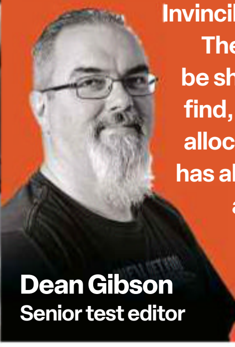


INTERIOR

The Land Cruiser's cabin is well built and the plentiful physical controls have a precision feel when you're using them

TESTER'S NOTES

THERE are just two versions of the Land Cruiser available at launch, the Invincible tested here and the First Edition. The visible differences between them include 18-inch wheels and two-tone paint for the First Edition, plus round daytime running lights with auto main beam instead of the Invincible's adaptive system. The First Edition is likely to be short-lived and hard to find, because the UK's initial allocation of Land Cruisers has already sold out. If you're able to order one, then you won't see delivery until late 2025.



Dean Gibson
Senior test editor

PRACTICALITY

A total of 2,000 litres is available with the Toyota's back two rows of seats folded down (above, left); space is tight for adults in the third row (above, centre), although things are better in the middle row (above)

> **"LAND CRUISER'S RESIDUAL VALUE OF 64 PER CENT MAKES IT ONE OF THE BEST NEW-CAR PERFORMERS ON SALE"**

finished eighth (out of 32) in the 2024 survey, which is lower than in some past polls.

WARRANTY 4.5/5★

THE Land Cruiser has a three-year/60,000-mile warranty from new. This can be extended up to 10 years or 100,000 miles (whichever comes sooner) if annual servicing is carried out at an official Toyota dealer.

Roadside assistance is only available for the first 12 months. However, with Toyota's strong reputation for reliability, the chances of breaking down are likely to be slim.

SERVICING 3.9/5★

PRICES for Land Cruiser maintenance are still to be confirmed, but Toyota will offer a plan that lets you pay monthly. Intervals are every year or 10,000 miles, whichever comes first. ▸

INEOS

With echoes of the original Land

THE Ineos Grenadier was designed to be a modern-day interpretation of the classic Land Rover, and overall it fits the brief perfectly. It's bigger in every dimension, which makes it more practical and easier to drive than the old model, but prices are higher than first anticipated, so this big 4x4 has some tough rivals to go up against.

ENGINES & PERFORMANCE 4.0/5★

THERE'S a 'Powered by BMW' logo on the bonnet of the Grenadier, and the choice is between two of the German firm's best six-cylinder units, either the B57 twin-turbo diesel, or the B58 turbocharged petrol. They make 249bhp and 282bhp respectively, and have 0-62mph times of 9.9 and 8.8 seconds.

The eight-speed auto is the same ZF-sourced unit that's used by BMW – hence the lozenge-shaped drive selector sprouting from the Grenadier's centre console – and this sends drive to all four wheels via a Tremec transfer case that offers high and low-range gears.

All versions of the Grenadier have a centre diff lock, while the Rough Pack (standard on the Trialmaster model and a £2,370 option on the Fieldmaster) adds front and rear mechanical diff locks and all-terrain tyres to optimise off-road ability.

Other parts that are outsourced include the Brembo brakes, while Eibach produces the springs and ZF the dampers for the multi-link suspension system – unlike a Land Rover Defender, there's no air suspension for the Grenadier, which ensures that it's possible to repair it in the field if necessary.

DRIVING 3.2/5★

THE Grenadier is a chunky-looking 4x4, and there's a Tonka Toy element to the way that the Ineos drives, too.

AROUND TOWN Let's get urban driving out of the way, because this isn't the Grenadier's forte. There are nearly four turns from lock to lock, and the recirculating ball set-up lacks the kind of self centring you get from a rack and pinion system, so you have to wind off any lock that you put on. Add in a large 13.5-metre turning circle, and there are big vans that are easier to navigate along city streets.

The tall driving position offers a van-like view, so visibility is good at the front, but limited behind by the double doors and tailgate-mounted spare wheel. There is a wide-angle reversing camera, but the feed on the main screen is small and low resolution.

A & B-ROADS Picking up speed is likely to take a little longer than you might like, thanks to a delay in throttle response as the gearbox kicks down a couple of ratios to make the most of the torquey six-cylinder under the bonnet. Once the motor is spooled up, the Grenadier delivers surprisingly brisk acceleration for its size and shape, and this is accompanied by a tuneful straight-six soundtrack, along with a corresponding hit to the fuel consumption.

Attacking bends is best left to cars with sharper handling. If you push the limits of the Grenadier, then the vagueness of the steering, combined with its 2.8-tonne kerbweight, shows up its shortcomings. It's clear that the chassis is designed for off-road use first and foremost.

MOTORWAY The Grenadier is a surprisingly competent long-distance machine. There's some road noise, but not a lot of wind noise considering the car's bluff front, while the ride on all-terrain tyres doesn't grumble at the national limit as much as it does in other cars and pick-up trucks that we've driven fitted with the same rubber.

The six-cylinder engines are largely unstressed when cruising, so the Grenadier is smoother than the four cylinder-equipped Toyota Land Cruiser, while the seating position is comfortable enough for a long session at the wheel.

OFF ROAD Once you've experienced the ability of a Grenadier in the rough, then it's easier to forgive its foibles on tarmac. With the addition of all-terrain tyres, the Ineos is virtually unstoppable because its diffs and electronics optimise drive in all terrain conditions. Wide approach and departure angles plus 264mm of ground clearance help, and there's an 800mm wading depth on offer.

Selecting low-range gears via the extremely stiff second lever next to the drive shifter on the centre console seems unnecessarily physical when rivals do the same job at the push of a button, but locking the diffs via the buttons in the roof panel is simplicity in itself.

Of particular note is the hill-descent control system, which delivers smooth progress at a set speed. Attempting the same feat in most rivals will see the tyres and ABS juddering away to limit momentum, where the Ineos simply rolls along without hesitation.

MPG & RUNNING COSTS 3.0/5★

WITH a pair of 3.0-litre six-cylinder engines to choose from, there isn't really a fuel-efficient option in the Grenadier line-up. Both petrol and diesel units come with a token stop-start system, but official fuel economy figures of 19.6mpg for the petrol and 26.9mpg for the diesel are nothing to write home about.

The diesel will offer the better efficiency and performance, but in test conditions we

MODEL TESTED:
Grenadier SW 3.0D Trialmaster

PROS	CONS
Outstanding off-road ability	Weighty and slow steering
Rugged, functional cabin	Basic next to rivals of a similar price
Strong diesel engine	Thirsty engine options

TESTER'S NOTES

THE Trialmaster and Fieldmaster versions of the Grenadier are named after jackets made by sister firm Belstaff, while the Grenadier 1924 edition celebrates the centenary of the clothing maker. As well as these 'lifestyle' variants, there's also a basic Station Wagon and a two-seat Commercial model that qualifies for VAT exemption. Both models use the same running gear as the rest of the range, but are biased towards working roles. For the 2025 model year the Ineos gains forward-collision alert and road-sign recognition.

Dean Gibson
Senior test editor

GRENADIER

Rover, the Grenadier is ready for the rough stuff

KITTED OUT
A snorkel (right) and chunky all-terrain tyres (below, right) underline the Grenadier's off-road credentials

BFGoodrich
All-Terrain T/A

> "EXPERIENCE THE GRENADIER'S ABILITIES IN THE ROUGH, AND IT'S EASIER TO FORGIVE ITS FOIBLES ON TARMAC"

managed a disappointing 23.2mpg. Combine this with a huge 90-litre fuel tank and you can expect a range of around 450 miles, although we found that the car's on-board range estimate was very pessimistic, urging us to refuel even when the tank was only down to a quarter of its capacity.

TAX As with other dedicated 4x4s, high emissions are par for the course with the Grenadier. It sits in the top tax bracket, and a list price in excess of £75,000 for our test car means 40 per cent taxpayers can expect annual Benefit-in-Kind bills well north of £10,000. The annual road tax bill is £600 for the first five years, too.

INSURANCE Cover costs are steep, thanks to a Group 50 rating. However, Ineos is keen to point out that features such as the five-part front bumper mean that repair costs should be kept low if damage does occur.

DEPRECIATION The novelty of Ineos as a fresh brand with an all-new car has worn off slightly since launch, and residuals are now below the 50 per cent mark across the range. The diesel models offer slightly stronger figures than the petrol cars.

INTERIOR & TECHNOLOGY 4.0/5★

THE chunky exterior looks that are a cross between Land Rover and Mercedes' G-Wagen are appealing, and the brutish appearance carries over to the utilitarian cabin, too.

DESIGN The banks of toggle switches in the roof and central instrument stack give the Grenadier's cabin a functional, almost tank-like look. There's an overload of labels for all the switches, but at least nothing is buried in the main touchscreen. There's even a diagram overhead confirming the car's width and height, just in case you need reminding upon entering a multi-storey car park.

QUALITY As with a Land Rover Defender, the Ineos Grenadier makes a highlight of its functional cabin. The chunky switches and buttons are designed to be used while wearing gloves. In contrast, the rotary dials for the climate control and audio volume are a little shallow even for bare hands to grasp.

There are exposed screw heads on the centre console and hard plastics everywhere, while rubber floor mats and a hose-down interior with drain holes demonstrate the Grenadier's functional character.

TECH AND INFOTAINMENT Compared with many modern cars, the Grenadier is refreshing in its simplicity. There's just one screen, which incorporates the car's instruments into the section closest to the driver, while the panel ahead of the steering wheel is filled with assorted warning lights – they all illuminate like a Christmas tree when the ignition is turned on, only to disappear once you're up and running. The iDrive-style controller on the centre console isn't quite as positive to use as BMW's original system, and the screen responses can be slow at times.

PRACTICALITY 4.2/5★

THAT boxy body offers good space inside, although cabin access could be better, and the overall packaging is slightly compromised.

FRONT SPACE Climbing aboard the Ineos is easier up front, courtesy of the large grab handles on the A-pillars. If you need improved access, we'd recommend adding the £958 side runners that double as a step up into the cab.

Once you're behind the wheel, there's plenty of adjustment, although a large lump in the floor to the left of the brake pedal can make it awkward for some drivers to find a comfortable position. Storage includes medium-sized door bins and a large lockable armrest cubby, while twin cup-holders feature and there's a narrow shelf for a phone ahead of the drive selector, although it's easy for devices to slide out when cornering.

REAR SPACE There's plenty of head, leg and shoulder space in the back of the Grenadier, and the high seating position offers a good view out. There are twin USB sockets in the back (along with two more in the central armrest cubby), but no air vents.

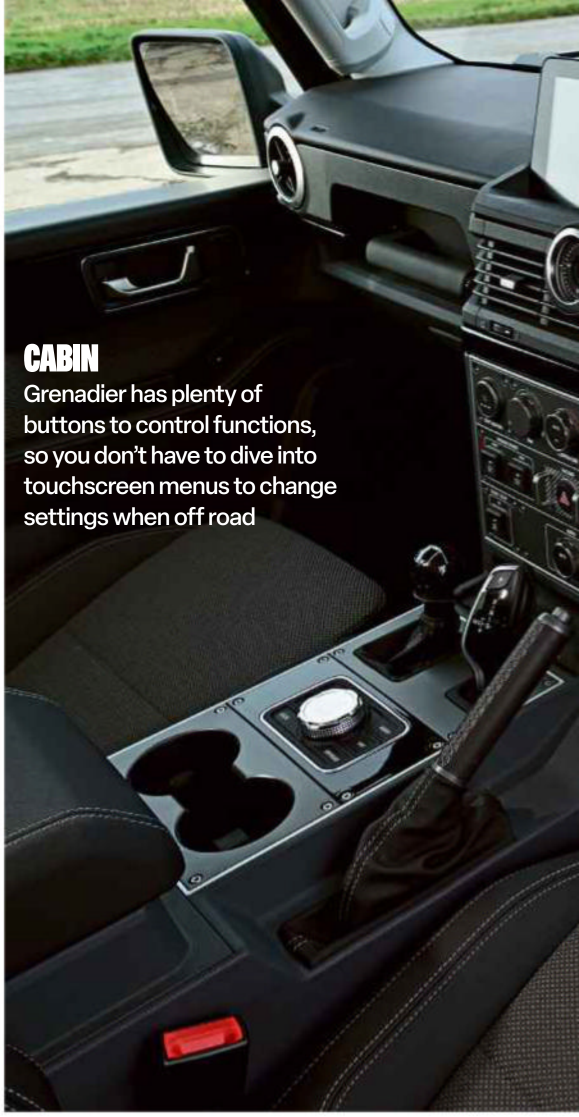
BOOT SPACE Access to the luggage area is compromised by the 30:70 barn doors. The smaller door is a bit too narrow to access the boot comfortably, while having the spare wheel hanging on the larger door means it's heavy to open and close.

The car's tall ride height means there's a substantial load lip, but the floor rails offer the ability to fit adjustable lashing eyes, which will be useful to tie items down to the hard plastic floor. There's no load cover, so we'd recommend adding rear privacy glass (£455) to keep items hidden. The back seats fold in a 60:40 split, but there's a big step up to them, so it will be tricky to load larger items safely.

RELIABILITY & SAFETY 4.3/5★

SINCE Ineos is still a relative newcomer, it's difficult to judge reliability. But buying components in from already-established firms should offer some peace of mind.

Safety kit is acceptable, although the Grenadier lacks some of the very latest



CABIN
Grenadier has plenty of buttons to control functions, so you don't have to dive into touchscreen menus to change settings when off road

REAR SEATS

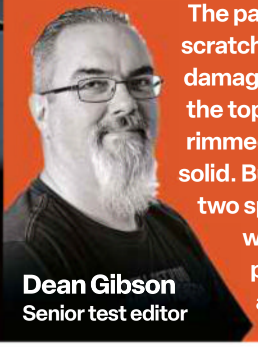
There's plenty of room in the back seats for passengers, while the Grenadier's height means they'll get a good view out

DIFFERENTIAL LOCK
OFFROAD MODE
EMERGENCY CALL
EXTERIOR LIGHTS
INTERIOR LIGHTS

OPTIONS
MENU
BACK
AUDIO
FAV
OFFROAD

TESTER'S NOTES

EVERYTHING about the Grenadier makes it feel like it's ready for action. The car's chunky looks are backed up by old-school door handles that need you to push a button to open them, plus you must close the doors with a slam to get them to shut properly – it's the same story with the back ones, too. The paint has a thick finish, so scratches from branches don't damage anything more than the top coat, while the thick-rimmed steering wheel feels solid. But we'd like more than two spokes to help judge when the wheels are pointing straight ahead.



Dean Gibson
Senior test editor

CONTROLS

Front seats (above, left) offer plenty of adjustment; chunky buttons in the roof panel (above, centre) are easy to operate when wearing gloves, but the thin dials (above, right) can be tricker to use, even with bare hands

> "COMPARED WITH MANY MODERN CARS, THE GRENADIER IS REFRESHING IN ITS SIMPLICITY"

tech. Automatic emergency braking is now fitted to 2025 model year cars, along with road-sign recognition, but lane assist and blind-spot detection aren't yet offered.

WARRANTY 4.4/5★

A FIVE-year, unlimited-mileage warranty demonstrates that Ineos has confidence that the Grenadier will go the distance. That cover is on a par with Hyundai, and well ahead of the coverage offered by the likes of Land Rover. There's a two-year roadside assistance package available, too.

SERVICING 4.0/5★

INTERVALS are every year or 12,000 miles, whichever comes first, but Ineos recommends servicing every six months or 6,000 miles if you regularly use it in hard off-road conditions. ▶

PRICES AND SPECS

	TOYOTA LAND CRUISER	INEOS GRENADIER
Our choice	Toyota Land Cruiser 2.8 D-4D Invincible	Ineos Grenadier SW 3.0D Trialmaster
Price from/price of our choice	£74,995/£74,995	£68,640/£76,140

POWERTRAIN AND PERFORMANCE

	TOYOTA LAND CRUISER	INEOS GRENADIER
Engine	Four-cyl in-line diesel/2,755cc	Six-cyl in-line diesel/2,993cc
Power/torque	202bhp/500Nm	249bhp/550Nm
Transmission	Eight-speed auto/4WD	Eight-speed auto/4WD
0-62mph/top speed	10.9 seconds/105mph	9.9 seconds/99mph
Fuel tank	80 litres	90 litres
MPG (WLTP/test)	26.4/29.8mpg	26.9/23.2mpg
CO_2	276g/km	276g/km

DIMENSIONS

	TOYOTA LAND CRUISER	INEOS GRENADIER
Length/wheelbase	4,925/2,850mm	4,895/2,922mm
Width/height	1,980/1,935mm	1,930/2,050mm
Approach/departure angles	32.0/17.0 degrees	35.5/36.1 degrees
Minimum ground clearance	2,335/3,500kg/12.8 metres	2,816/3,500kg/13.5 metres
Rear kneeroom	960-670mm	940-640mm
Rear headroom/elbow room	900/1,590mm	920/1,490mm
Boot space (7/5/2-seat modes)	130/620/2,000 litres	N/A/1,152 (to roof)/2,035 litres
Boot length/width/lip height	1,050/1,145/860mm	1,875/1,065/835mm
Kerbweight/towing weight/turning circle	2,335/3,500kg/12.8 metres	2,816/3,500kg/13.5 metres

COSTS/OWNERSHIP

	TOYOTA LAND CRUISER	INEOS GRENADIER
Residual value (after 3yrs/36,000 miles)	£47,922/63.9%	£34,187/44.9%
Depreciation	£27,073	£41,953
Insurance group/quote/VED	48/£1,568/£600	50/£1,712/£600
Three-year service cost	£2,310	TBC
Annual tax liability std/higher rate	£5,342/£10,685	£5,427/£10,854
Annual fuel cost (10k miles)	£2,651	£3,405
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	5yrs (unlimited)/2yrs
Driver Power manufacturer position (2024)	8th	N/A

EQUIPMENT

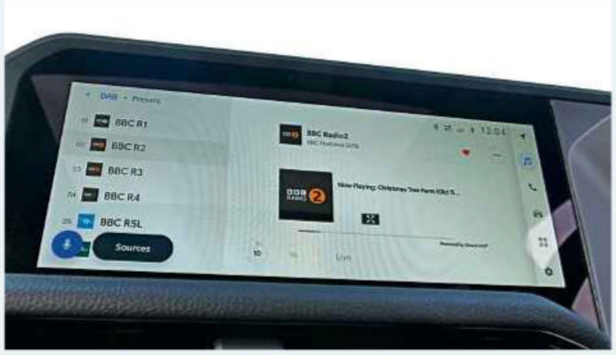
	TOYOTA LAND CRUISER	INEOS GRENADIER
Metallic paint/wheel size	£730-£965/18-20 inches	£650-£1,070/17-18 inches
Parking sensors/camera	Front & rear/panoramic	Front & rear/rear
Spare wheel/Isofix points	Full size/two	Full size/two
Keyless entry & go/powered tailgate	Yes/yes	No/no
Leather/heated seats	Yes/four (+ventilated)	£1,835/£360 (fronts)
Screen size/digital dashboard	12.3/12.3 inches	12.3 inches/N/A
Climate control/panoramic sunroof	Two-zone/yes	Yes/£1,595 (safari windows)
USBs/wireless charging	Four/yes	Four/no
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/yes	No/no
Adaptive cruise/steering assist	Yes/yes	No/no
Low-range gears/diff locks	Yes/centre, electronic rear	Yes/centre, front & rear
Tow bar	£629	£630

WHAT WE WOULD CHOOSE

TOYOTA The only options are Galaxy Black (£730) or Platinum White Pearl (£965) metallic paint, but we think Sand solid suits the car. The only other extras are a set of rubber mats and boot liner (£275) or tow bar preparations.

INEOS Carpets (£245) and leather seat trim (£1,835) add the plushness of the Fieldmaster version to the Trialmaster, and if you choose the former over the latter, you can add the Rough Pack (£2,370) to match Trialmaster spec.

INFOTAINMENT



Toyota Land Cruiser 4.3/5★

SMART CONNECT+ | KEY FEATURE: CLOUD NAV

TOYOTA'S 12.3-inch widescreen display has clear graphics and is augmented by plenty of buttons to make life easier. While most of the audio controls are via the screen, there's a rotary volume knob, and you can also use the buttons on the multifunction steering wheel.

Essentially there's one model in the line-up, and it comes packed with kit, including a 14-speaker JBL stereo and navigation with online services. Wireless Apple CarPlay and Android Auto are both on offer, but there are plenty of USB-C sockets and an HDMI connection, too.

Ineos Grenadier 4.0/5★

12.3-INCH SCREEN | KEY FEATURE: PATHFINDER NAV

WHILE the Grenadier's display matches the class best, at 12.3 inches, one third of the screen is given over to driving information, such as the speedometer, fuel gauge and trip computer. The screen resolution isn't quite as sharp as some rivals', but it shows plenty of information.

There's no built-in nav, but Apple CarPlay and Android Auto are included, while the iDrive-style rotary controller and shortcut buttons help with finding your way around the display. Lots of off-road data is recorded, while the Pathfinder GPS system uses waypoints to trace routes.

> "OFF-ROAD DATA IS RECORDED, WHILE THE PATHFINDER GPS SYSTEM USES WAYPOINTS TO TRACE ROUTES"

TOYOTA LAND CRUISER BEST FOR:
Urban driving. Lighter steering, a panoramic camera system and plenty of sensors help this big SUV navigate tight spots. And it looks cool, too.

INEOS GRENADIER BEST FOR:
Off road. The Grenadier also turns heads, while it's almost single-minded in its ability when the tarmac stops, thanks to its diff locks and electronic tech.

RESULTS

WINNER ★★★⯪☆

Toyota Land Cruiser

SMART looks, great off-road ability and user-friendly tech put the Land Cruiser on top here. The redesign has given Toyota's global 4x4 some street cred, but it doesn't come at the expense of capability. It's not quite a match for the Grenadier off the beaten track, but it pairs this with better on-road manners.

Downsides? The cabin isn't quite as user-friendly as in some seven-seaters, while the four-cylinder diesel feels a little lacking. The price is high, too, although given that it's sold out, clearly buyers haven't been deterred.

AUTO EXPRESS
ROAD TEST
WINNER
TOYOTA
LAND CRUISER
JAN 2025
★★★⯪☆

INTERESTED?
Scan the code for further information

RUNNER-UP ★★★☆☆

Ineos Grenadier Station Wagon

NO other car is as accomplished in the rough as the Grenadier, with its suite of off-road tech helping it to deliver capability that puts it ahead of rivals, even the established Land Cruiser. However, the Ineos demands a few compromises in everyday driving.

There's a weighty feel to the overall experience that is likely to come as a shock to the average SUV buyer, and we'd only recommend it if you're certain that you'll be using it off the beaten track, where you can make the most of its impressive ability.

INTERESTED?
Scan the code for further information

electric
ELECTRIC VEHICLE CHARGING ONLY
electric
5
KJ24 AWR
The Daily Telegraph

SLOW CHARGING
Despite having a claimed maximum charge speed of 160kW, our E-3008 would accept just 83kW, and even then it was only briefly

FIRST REPORT

PEUGEOT E-3008 GT

Tardy charging and poor range consigned our new E-3008 to home in a family emergency

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

ELECTRIC cars are great, until they're not, and a family emergency at the new year put our new Peugeot E-3008 on the spot.

It's 160 miles from my house in Hampshire to my mum's place in Devon, which should be a breeze for the car with a 327-mile maximum quoted range and a 73kWh battery. The key word there is 'should', because I used the Peugeot on the same route at Christmas, and it stumbled somewhat.

Starting out with a full battery and 300-plus miles showing on the dash, I arrived at the array of 350kW ultra-rapid chargers at Exeter's Moto services (still 25 miles short of my destination) with only 30 per cent of charge left. It was 10pm on Christmas Eve, and I plugged in, expecting an 'ultra-rapid' charge that would see us on to Torbay and back to Hampshire in one hit.

Peugeot says the E-3008 has a maximum charge speed of 160kW, but the 350kW Gridserve charger peaked at 83kW, then dropped to 50kW after 10 minutes when the battery was 50 per cent charged. Then 40 minutes later, when the battery had crept up to 77 per cent, it was charging at just 41kW. At which point I'd had enough and left.

So mum and I spent 30 minutes at Moto Exeter early on Christmas morning, this time teasing a meagre 45kW out of the 350kW charger, a rate that quickly dropped to an insulting 30kW, and had only crept back to 39kW when I unplugged. We only managed to get charged from 60 to 76 per cent in half an hour. On the plus side, a 19kWh top-up that would have cost fifteen quid turned out to be a Christmas freebie – belated season's greetings to you too, Gridserve.

As we left Moto Exeter, we had 234 miles of range showing from a three-quarters-charged battery, and arrived home in time for Christmas lunch 134 miles later, with a remaining range of 20 per cent, or 37 miles. This seems typical, because we use electrons at a rate that means the car 'loses' between a quarter and a third of the range that's promised at the start of any given journey.

Not ideal, and when I had to repeat the Torbay run in a rush a week later, I made the return journey twice on a tank of diesel in my old Mercedes B-Class instead.

For day-to-day use though, there's much to like about the E-3008. It's eye-catching on the

DETAILS

The cabin of the E-3008 is a pleasant space in which to sit, and the large dashboard screen is undeniably eye-catching. It a shame cabin stowage is poor, and Chris hates the square wheel

CCS2
Connector A
Charging
00:13
12.4 kW DC
88%
392.9 V · 31.2 A · 3.9920 kWh · £3.07
Stop charging
HOME

> “WE COULD TEASE A MERE 45KW OUT OF A 350KW CHARGER, A RATE THAT QUICKLY DROPPED TO AN INSULTING 30KW ”

Pete Gibson

21.0
11:03
SPORT
NORMAL
ECO

outside, and the interior is indulgently comfortable as well as good-looking. I’ll skip past the square steering wheel, because while I’m not convinced, increasing numbers of people seem to find them appealing. The expansive digital display panel is certainly impressive to look at, though.

However, the Peugeot is not an enthusiast’s car, in spite of our car’s ‘GT’ trim designation, with no feedback from that square steering wheel, and a ride that can be harsh around town or on a poor-quality B-road. Arguably, the car is at its best on a middle-distance motorway journey of 90 miles or so, where you can enjoy the relaxed cabin comforts.

From a family practicality perspective, the E-3008 is a winner, too, with plenty of legroom in the back and a huge boot under that sloping tailgate. The kids love it to bits, in fact, while the heated rear seats help to ensure they’re not always squabbling about ‘riding shotgun’.

A nail in a tyre has been another fly in the ointment, although conveniently it went flat just yards from the Chichester branch of ATS. Happily, it was repairable for £30, because a matching replacement wasn’t available until the next day.

MODEL TESTED:

Peugeot E-3008 GT

On fleet since:	November 2024
Price new:	£49,330
Powertrain:	73kWh battery, 1 x e-motor, 210bhp
CO2/BIK:	0g/km/2%
Options: Ingaro Blue metallic paint (£750), Heat pump (£700), 360-deg Vision & Drive Assist pack (£600), Mistral Black Nappa leather (£1,600)	
Insurance*:	Group: 33 Quote: £1,088
Mileage	5,344
Efficiency:	3.1 miles/kWh
Any problems?	Loose on trim on A-pillar, punctured tyre repair (£30)

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

Electric massaging seats are soothing, and the E-3008 is impressively kitted out in GT trim

CONS

Quality feels solid, so it’s disappointing to find an A-pillar trim popping out of its fastenings

Phone
Navigation
Climate
Right Seat
Massage

GOOD AND BAD

Tech such as heated rear seats and massaging front seats is great, and takes the sting out of every trip. Shame some trim has come loose

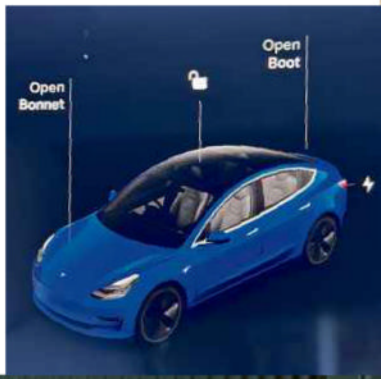
VERDICT ★★★⯪☆

GOOD-looking, comfortable and spacious, the E-3008 is an excellent family runabout that in many ways is rewarding to own. But it has struggled more than anticipated to match its theoretical range figure, and it isn’t much fun to drive.

THIRD REPORT

USED TESLA MODEL 3

Tesla EV offers loads of space, but other aspects are less impressive



A LONG STORY
Tesla has done a phenomenal job of packaging a vast amount of space into the Model 3, in both the front and rear boot areas as well as the cabin

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

IF there's one genuine, inarguable benefit to EVs, it would have to be the advancements in vehicle packaging made possible with an electric powertrain. Our Model 3 is very cleverly designed, so while its on-paper boot capacity of 425 litres might not seem particularly huge by class standards, this figure doesn't take into account its true practicality.

To begin with, there's considerable underfloor storage in the boot that can swallow all sorts of odds and ends. The raised floor then creates a flat loadbay when the second-row seats are folded, and there are some added little cubbies on either side; these make a great place to stash shopping bags.

This is supplemented by the 'frunk', which adds a further 144 litres, bringing the total up to 569 litres. This separate load space is a perfect place to store a mucky charge cable, rather than in the main boot or the storage space underneath it.

There are even more compartments to be found inside the cabin, too, and the centre console is simply massive. There's an area under the phone rest that's large enough for a handbag or a tote bag.

Yet life hasn't all been rosy with our Model 3 as temperatures drop and we trudge through the UK winter. The range regularly suffers when it's less than 10 degrees Celsius, and we often find that no more than about 150 miles are possible from the 80 per cent that we generally top up to when supercharging.

Even more irksome is the loss of up to five to six per cent of the car's range when parked up in the cold overnight. This makes it tricky to plan ahead when you're stretching your available range to reach that next charge point. While it's not unusual to see efficiency drops in winter, the Tesla seems particularly affected when parked, rather than while being driven.

The cold is having some other rather detrimental effects, too. The flip-out door

DETAILS
Car can be unlocked from app (top left); boot area (top right) is enormous, while the charging cable fits into the front storage area (above)

> "IN THE COLD, WE FIND THAT NO MORE THAN ABOUT 150 MILES ARE POSSIBLE FROM AN 80 PER CENT CHARGE"

handles and frameless doors might look slick, but unless the car has been preheated before you go out to it in the morning, an overnight cold snap can cause all those bits to freeze up and, in effect, lock you out of the car.

On top of that, when deputy editor Richard Ingram took brief custody of the Model 3, he noted that once the car was up and running, one of the rear windows refused to go back up after popping down when the door opened.

Indeed, question marks over the Tesla's build quality are also starting to mount, with more squeaks, rattles and creaks being added seemingly by the day. An example of this is that some of the door-handle mechanisms are a little slow to return to the closed position, meaning that when you shut the door, the latch is sometimes still open, with the result that the door just bounces open again.

Finally a note to all those motorists who think Model 3 owners drive with their full beam on at all times: this is unfortunately a systematic technical issue across early versions due to poorly calibrated dipped beam. It's also not helped by a slow-reacting automatic full-beam function.

MODEL TESTED:
Tesla Model 3 Dual Motor

On fleet since:	August 2024
Price new:	£56,490/£21,500 (Tested)
Powertrain:	2x e-motor, 75kWh battery, 444bhp
CO2/BiK:	0g/km, 2%
Options:	None
Insurance:	Group: 50 Quote: £713
Mileage:	65,912
Efficiency:	3.4 miles/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Flexible and spacious storage
- User interface
- Performance

CONS
- Cold is affecting efficiency
- Windows and door handles don't like cold

VERDICT ★★★½☆

TESLA seems to have exploited the packaging benefits of the Model 3's powertrain by utilising every inch of interior space to create a car that is exceptionally roomy inside. However, it can't get away from many of the core annoyances of EV motoring, such as a drop in efficiency in the cold. The Model 3's poor build quality is starting to grate, too.

FLEETWATCH

VW ID. BUZZ

OUR Volkswagen ID. Buzz recently completed a 500-mile family weekend round-trip from Sussex to Manchester. Some parts of the journey were great – after all, watching your team beat Manchester United is fun. However, the longest run we've done in more than 10,000 miles with the car did also highlight how a touch more range would be useful.

Even with the heavy traffic coming down the M6 on a Sunday night, we were still agonisingly short of making it home without a quick top-up to add another 20 miles of range, just to be on the safe side. And that was after a full charge en-route in each direction, plus three other top-up charges at our convenience. At least we found a Buzz friend at Sandbach services (above).

In the current chilly weather, we're getting less than 200 miles out of the 77kWh battery in the real world, which just isn't enough. Had 250 miles been achievable, the whole weekend would have taken on a different perspective.

The updated seven-seat ID. Buzz gets a bigger 86kWh battery that may have made all the difference to our long-distance run, but our Lime Yellow car (honest, it really is that colour under the grime) came up just short.

PAUL BARKER

REPORT INDEX

Cupra Tavascan	New arrival
Genesis GV60	Issues 1,853, 1,864
Honda e:Ny1	Issue 1,859
Ineos Grenadier	Issue 1,866
Lexus LBX	Issue 1,864
Mazda CX-30	Issue 1,865
MG3 Hybrid+	Issue 1,860
Peugeot E-3008	New arrival
Polestar 2	Issues 1,839, 1,844, 1,853, 1,863
Renault Scenic	Issues 1,855, 1,865
Skoda Superb	Issue 1,860
Smart #1	Issues 1,854, 1860
Suzuki Swift	Issues 1,852, 1,859
Tesla Model 3	Issues 1,851, 1,858
VW ID. Buzz	Issues 1,823, 1,831, 1,844, 1,851, 1,863

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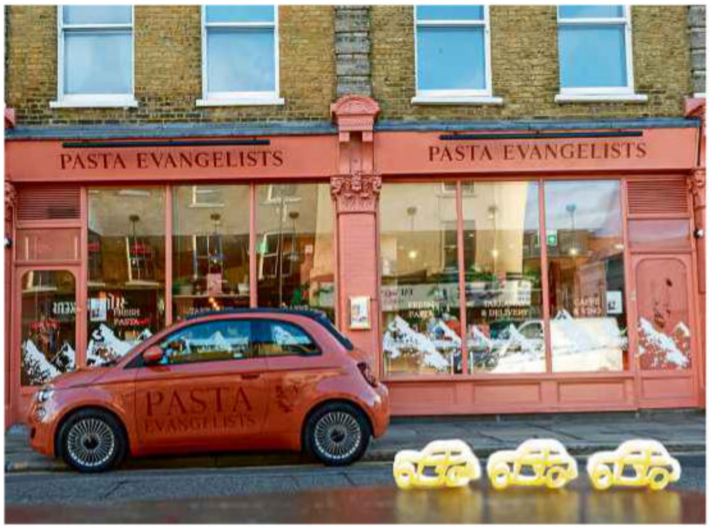


SHAPING UP
While the pasta isn't the most accurate recreation of a Fiat 500 you'll see, there is some resemblance. If you don't live near a Pasta Evangelists restaurant, you can also get the shapes via mail order

HOT KIT

Pasta Inspired by Fiat 500

Price: from £8.99 **Contact:** *pastaevangelists.com*

CAR companies have made a fusilli accessories in their time, but Fiat is really making a meal of this latest product. The firm has got together with London-based food producer and restaurant chain Pasta Evangelists to recreate the iconic 500 city car in pasta form.

The special-edition shapes are available exclusively through Pasta Evangelists and are the first-ever custom pasta shape from the company. They are said to pay homage to Fiat's Italian roots in Turin, the birthplace of the Fiat 500 and a magnet for food lovers.

Although the shapes are not particularly detailed or accurate, they do bear some resemblance to the Fiat, including a door handle and classic rounded silhouette. The depth allows the pasta to hold more sauce.

Customers can buy the new 500 shapes in Pasta Evangelists' mail-order recipe kits with a cherry tomato and basil sauce, or order them as a cooked dish from the restaurant's eat-in and takeaway menus.

Pasta Evangelists is the UK's largest pasta brand, with restaurants in Richmond, Chiswick, Greenwich, Manchester Airport, and Harrods Food Hall in London.

Although a step up from the dried pasta at most supermarkets, the 500 shapes do cost a pretty penne. Home recipe kits start at £8.99, while takeaway dishes delivered from the restaurants start from £12.25.

BOOKS

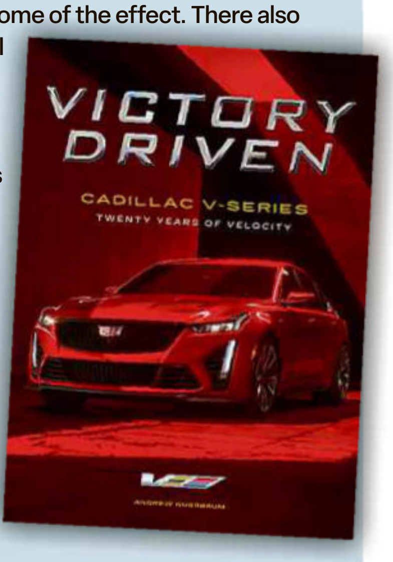
Victory Driven

Andrew Nussbaum (Dalton Watson Fine Books, *daltonwatson.com*)
Price: £85 **Rating:** ★★★★½

CADILLAC'S performance models don't get too much of a look-in here in the UK – whether it's just that they've rarely been available to buy through normal means, that they don't have as much history, or that they don't stir the soul quite as much as Ford, Dodge or Chevy muscle cars. However, they now do at least have a very fine book celebrating their existence.

Published to coincide with the 20th anniversary of Cadillac's V-Series, this book packs in more detail than some titles manage with models that offer five times the lineage. The topic certainly seems very expertly researched – the book goes hugely in-depth on every V-Series model, beginning with some history, which does a great job of putting into context the brand and the environment its cars were being launched into.

It's very nicely produced too, although it's a shame that so many of the high-quality photos are printed across the crease of the two pages so you do lose some of the effect. There also isn't much detail on the racing side of things, preferring instead to focus on the road cars. A nice addition to any Americana fan's bookshelf, and certainly the best title on the subject of Cadillac's V-Series cars so far.



FIRST TEST

Iiwey D2 Pro

Price: £119.99 **Contact:** *iiwey.com*

IIWEY
Model: D2-PRO Made in China

IIWEY is a big dash cam name in its home country of China, and now its range is available in the UK via Amazon. Its biggest seller is the D2 Pro, which is aimed at the top-selling brands with a price just below £120 and an impressive specification.

This includes 4K video capture at the front, and a rear camera that records in 1080p, in addition to a huge 3.4-inch screen, which is unusually wide.

There is also a GPS receiver, adding location and speed stamps to the recorded footage, to help if it is needed as evidence after an incident.

The GPS and the power socket are built into the front camera's mount, so the cabling can be kept neat, reducing the need to have as much wire dangling from the headlining.

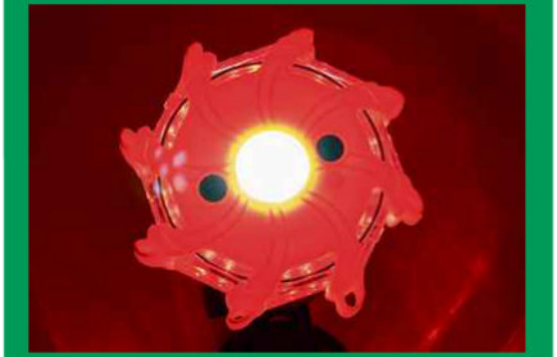
The screen makes navigating the various menus and setting up the D2 Pro's aim easy. There's also an app to control settings and view footage. Connection is fast too, because the Iiwey links to its app using a 5GHz WiFi link rather than the normal 2.4GHz. If you want to get the full 4K quality, however, you will need to remove the SD memory card and transfer the file on to a computer.

Once downloaded, the footage from the front camera is good quality, especially in lower-light conditions. However, there is no polarising filter fitted over the lens, so bright streetlamps, headlights and sunlight can cause flares in the images and exaggerate reflections from the dashboard.

The chunky size of the D2 Pro contrasts with some of the newer micro dash cams too, and might not suit cars with smaller windscreens.

SHARP Iiwey provides very sharp imagery indeed, although 4K footage has to be downloaded directly from the SD card

NEW PRODUCT



Roadflash Emergency Breakdown Warning Light

Price: £19.99 **Contact:** *roadflash.co.uk*

BREAKING down or getting a flat tyre on any type of road can be a harrowing experience. But on a dark motorway or country lane, you and other drivers could find yourselves in even greater danger, particularly if you are relying on your car's 12-volt battery to keep your lights bright and therefore your vehicle visible. If your engine isn't running or your EV's main battery is exhausted, you might have only a few minutes of illumination.

A traditional warning triangle will help alert traffic, but most rely on reflective materials. A device with high-visibility lighting is far more likely to be seen from a distance and can be placed on your car or inside a window.

British company Roadflash has launched the Emergency Breakdown Warning Light, a hockey puck-shaped light that attaches directly to the bodywork or glass of your car using a strong suction pad. The mount can then be adjusted for angle and height to ensure maximum visibility and allow for angled glass or body panels.

It offers nine modes, including fixed lights, strobe or scrolling flashes. The internal 750mAh battery has enough power to keep it going for between nine and 50 hours depending on the flash pattern, and it can be recharged by a USB cable.

The outer case has tough plastic 'wings', which protect the light from being damaged if it is dropped, and at 11cm wide, it is small enough to be kept in most gloveboxes.

MINI TEST

Tom Barnard

WIELDING a soapy sponge might be the traditional way of cleaning a car, but technology has moved on and most car cleaners will have upgraded to a wash mitt.

This will slip over your hand like a glove and is held in place with an elasticated cuff, making it far less likely to fall onto the road. Being thinner, a mitt will also make it easier to clean intricate parts of your car.

The materials are better than a sponge's too, typically using a microfibre to capture dirt.

Gyeon has relaunched its Smoothie mitt with a fresh blend of microfibre materials that makes it softer. Its new EVO is a premium product, and has a price to match. Autoglym's Polar Mitt is £4 cheaper but doesn't perform as well, while for most DIY car cleaners, the Armor All will still do a great job for less.

Gyeon Q^{2}M Smoothie EVO

Price: £19.50 **Absorption:** 659g **Rating:** ★★★★☆
Contact: *cleanyourcar.co.uk*

LIKE all Gyeon products, the Smoothie mitt is designed to be a more premium product that's aimed at professionals and the top end of the DIY market. However, people are fussy at this price level, and the general opinion was that the previous version was a bit too harsh-feeling.

Gyeon took it to heart and the result is the new EVO, which features three different types of microfibre. These give the softer material a density three times that of the Autoglym product. As a result, the EVO retained much more water in our tests than either rival, meaning you go back to the bucket less often while cleaning.

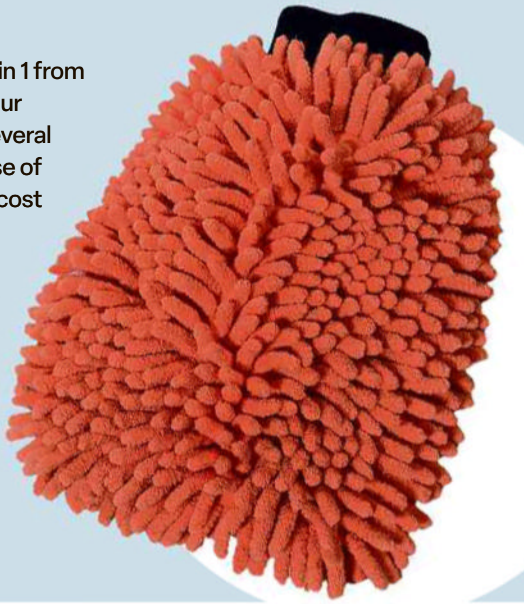
It's a high-quality product, but has a price to match.

TESTED Wash mitts

The best mitts will not only clean and protect your vehicle's paintwork, they'll also be comfortable in the process. So which do we give a big hand to?

Armor All 2 in 1 Microfibre Wash Mitt

Price: £7.29 **Absorption:** 480g **Rating:** ★★★★⯪
Contact: *armorall.eu*



THE bright orange 2 in 1 from Armor All has been our champion mitt for several years, mainly because of its performance-to-cost ratio. The microfibre noodles do a great cleaning job and, like the Gyeon, it has stitching between the middle fingers to make it easier to handle.

The price has risen recently, but it is still a winner.

Autoglym Polar Mitt

Price: £15.49 **Size:** 522g **Rating:** ★★★⯪☆
Contact: *autoglym.com*

AUTOGLYM offers two types of mitt, with the Polar Mitt being closest to the Gyeon in design.

Unlike either rival here, the Autoglym mitt is supplied with a dual-purpose bag, which can be used not only to keep it clean in storage, but also to protect it while being machine washed.

The cuff keeps the mitt on tightly but there is no internal stitching to help handling, and the absorption rate was less than the rival Gyeon managed.

PHYSIC

Thieves know how to beat el

Tom Barnard

THERE have been some amazing advances in motoring technology in the past two decades, but security seems to be going in reverse. Car theft is sitting at a 15-year high, according to official statistics, with modern crooks simply bypassing electronic systems to drive off without having to break into a sweat, let alone a window.

As a result, many owners have resorted to decidedly old-fashioned methods of preventing the thieves. While criminals may be able to enter and start a car in seconds, few will be willing to tackle a physical lock designed to prevent them from driving off.

These steering wheel locks are available from less than £10 and even the most basic will have some deterrent effect, hopefully meaning the criminals will look for an easier target. But which will secure our Best Buy rosette?

Stoplock Pro Elite

AUTO EXPRESS
BEST BUY
2025

Price: £47.99 **Keys:** 2 **Removal:** 5+ minutes
Rating: ★★★★★ **Contact:** *amazon.co.uk*

THE Stoplock is easy and fast to fit, and yet it resisted all our manual-tool attacks for more than five minutes. It put up a good fight against the grinder, too. The lock has dual prongs, which can be secured either side of a steering wheel's spoke, meaning we'd need to make two awkward cuts to remove it.

The highly visible yellow arm also protects the airbag. Add in an affordable price and the Stoplock takes the top prize.

"THE STOPLOCK RESISTED ALL OF OUR MANUAL-TOOL ATTACKS FOR MORE THAN FIVE MINUTES"

STOPLOCK
Pro

Milenco High Security Steering

Price: £79.99 **Keys:** 3
Removal: 5+ minutes
Rating: ★★★★½
Contact: *milenco.com*

THE unusual fitment method means you might need to watch a couple of instructional videos to work out how to use the Milenco, but it soon makes sense and is almost as easy and quick as the Stoplock.

When locked back in place, the bright yellow bar resisted all our attempts at removal and was even more awkward than the Stoplock to attack with power tools. Only the cost and lack of airbag protection knocked it into second place.

AL CAR SECURITY

ectronic security systems, so one alternative is an old-fashioned lock

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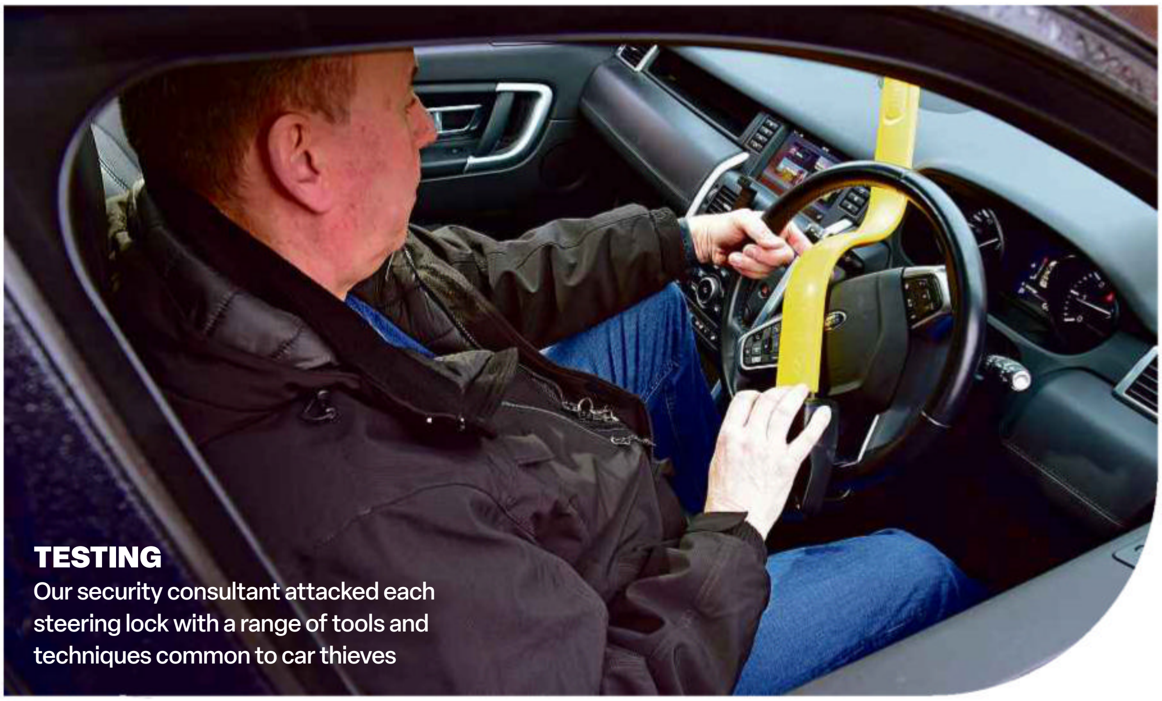
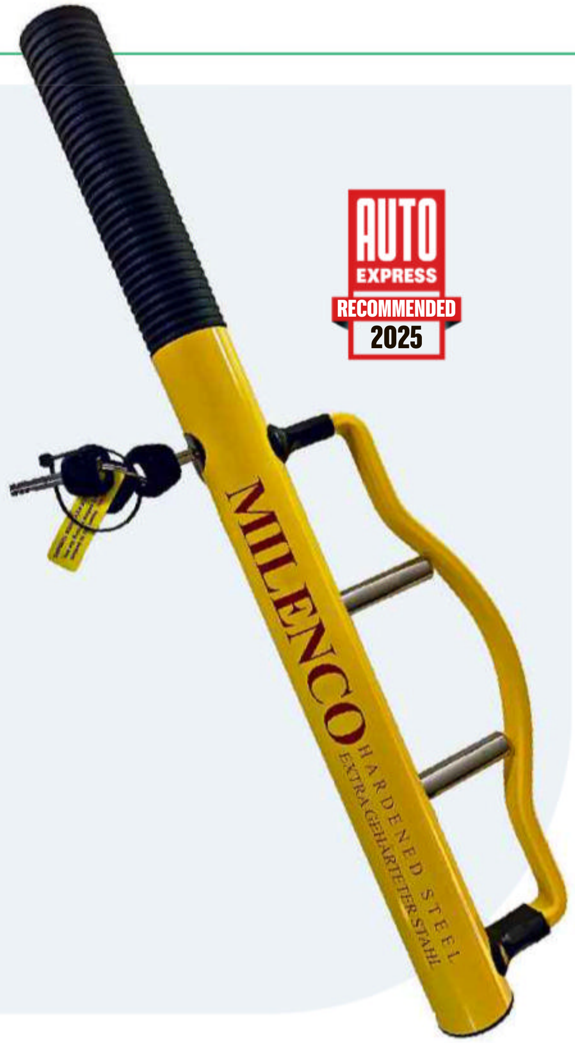


TESTING
Our security consultant attacked each steering lock with a range of tools and techniques common to car thieves

How we tested

WE enlisted a security consultant with more than 30 years' experience in vehicle theft investigations. He showed us the weaknesses in steering wheel locks and how they might be attacked using a variety of tools and methods. We expected the devices to be able to resist us for at least five minutes using brute force and manual tools. Battery-powered cutters are noisier, but we wanted to see at least 90 seconds of defence here.

Besides strength, we liked locks that had a strong deterrent effect and were easily visible from outside the car in the dark. We also scored them on ease of use and value.



AUTO EXPRESS RECOMMENDED 2025

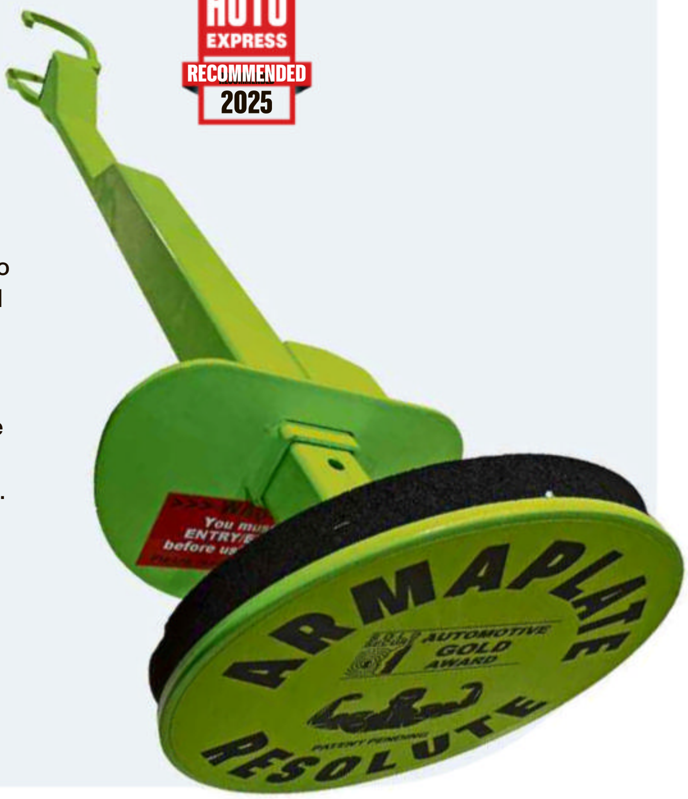
Armaplate Resolute

Price: £149.25 **Keys:** 2
Removal: 5+ minutes
Rating: ★★★★☆
Contact: *armaplateresolute.com*

ARMAPLATE'S Resolute adds an extra level of security with double hooks which reach down to latch onto the brake pedal, while CD-sized steel discs fix either side of the steering wheel. This would make it especially tricky to move the car, even in a straight line, and it proved impossible to remove neatly or quietly. It is also highly visible and protects the airbag.

But the Resolute is expensive and won't work on classic vehicles with wide gaps between the spokes.

AUTO EXPRESS RECOMMENDED 2025



Streetwize Full Steering Wheel Lock

Price: £55 **Keys:** 2 **Removal:** 4.5 minutes
Rating: ★★★★☆ **Contact:** *screwfix.com*

LOCKS that completely cover the steering wheel offer much better overall protection, but are significantly more cumbersome to use every day. This means they are best used when you're parking up for a longer period.

The Streetwize is big and bright enough to ward off most opportunists and fended off everything except the noisy power tools. It looks decent value, too.

Tevlaphee Twin Bar Steering Wheel Lock

Price: £37.98 **Keys:** 3 **Removal:** 10 seconds **Rating:** ★★⯪☆☆ **Contact:** *amazon.co.uk*

ALTHOUGH branded as Tevlaphee on Amazon, there are various similar-looking devices with four hooks and twin chrome bars on the internet and in outlets such as Halfords. We tried two and they were easy to remove using simple tools.

The bright colours and meaningful-looking brass lock might put off a casual thief, but we'd save up the extra tenner and buy a Stoplock.

Disklok Diamond Edition

Price: £285 **Keys:** 3 **Removal:**
Rating: ★★★★☆ **Contact:** *disklokuk.co.uk*

IF you want the ultimate protection, then the Disklok Diamond provides it. There was no way we were going to be cracking it using anything but the biggest power tools, and even then it took so long we gave up.

But it's not something you'll want to be lugging onto the steering wheel frequently because it is cumbersome to fit and heavy. You can't ignore its high price either.

diamond
Secured by Design
SOLD SECURE
disklok
disklok
SMALL

Topfree Steering Wheel Lock

Price: £9.99 **Keys:** 3 **Removal:** 5 seconds
Rating: ★★☆☆☆ **Contact:** *amazon.co.uk*

LOCKS don't come any cheaper or easier to fit. The Topfree uses a plastic-covered cable lock that loops around the steering wheel and then clips into the driver's seat belt anchor point.

It can only be unlatched by twisting the key, which pushes a plunger to press the release button. It took seconds to remove, so only has limited deterrent value.

> **"EVEN USING POWER TOOLS, WE TOOK SO LONG WITH THE DISKLOK THAT WE GAVE UP"**

Verdict

THE Disklok Diamond offers the ultimate protection but is cumbersome and extremely expensive. So, we think the Stoplock Pro Elite offers the best combination of protection, ease of use and value in this test. The Milenco is close behind on points, with the unique double protection of the Armaplate putting it in third place.

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Tips on buying Japanese GT

70 TOP 10 SMALL CARS
We reveal which to buy

BUYING CARS

A SMALL DEFECT ON A USED CAR BUY COULD ACTUALLY SAVE YOU MONEY

SHANE WILKINSON

Auto Express's senior content editor believes that certain problems can actually be dealmakers rather than breakers

IF you're shopping for a used car, it's reasonable to expect a few minor bits of wear and tear. However, nobody's perfect, so the seller (whether they be private or trade) may have overlooked an imperfection that needs rectifying. Naturally, a thorough inspection and test drive are crucial when buying a used model, but if you spot something that you're really not happy with, this could be a strong negotiating point.

Some defects are easier to spot than others, though, so make sure the car is dry, clean and parked in a well lit location. If you're not the most mechanically minded individual, there's no shame in asking a professional mechanic to inspect a prospective purchase on your behalf.

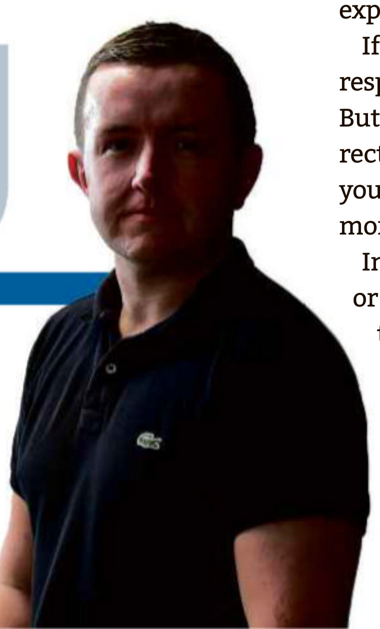
No matter how keen you are on the car, common-sense dictates that it's best to deem any major defects, such as crash damage, rust or major mechanical failures, as a sign to walk away. However, less serious issues, such as scratches, dents, missing trim or tyres that are a bit worse for wear, are all grounds for negotiation if you're set on doing a deal.

"IF YOU SPOT SOMETHING THAT YOU'RE REALLY NOT HAPPY WITH, THIS COULD BE A STRONG NEGOTIATING POINT"

Of course, the seller's response will vary on a case-by-case basis, but you're well within your rights to politely point out any faults or flaws that you're really not happy with. Ideally, the vendor will respond by having the issue rectified, knocking an agreed sum off the asking price or (if you're really lucky) both. Alternatively, they may simply put it down to wear and tear. The car's age, mileage and asking price all play a role here, so it's important to keep your expectations and requirements realistic.

If you're not happy with the seller's response, you can simply not buy the car. But if the vendor agrees to have the issue rectified, make sure this is carried out to your satisfaction before handing over any money or signing any paperwork.

In addition to either saving a bit of money or getting a problem fixed, asking these types of questions can also give you a bit of an insight into the seller. If querying a reasonable concern gets their back up, are they hiding something? Or at the very least, ask yourself if you really want to give them your money?



DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

Vauxhall Corsa

USED PRICES FROM: £7,500 **YEARS:** 2019 to present
CO2: 117-134g/km **FUEL ECONOMY:** 47-52mpg (1.2T)
BEST OPTIONS: A fixed panoramic glass roof and a dealer-fit spare wheel are the only options available on most trim levels

Richard Dredge

THIS generation of the Corsa was the first Vauxhall to be developed under French PSA Group (now Stellantis) ownership, and 90 per cent of our respondents drive petrol variants, with only around 10 per cent opting for an EV.

Efficiency is the only area where the car scrapes into the top third of the survey, at 16th, but the overall running costs are still rated in a relatively lowly 27th place, which is disappointing, considering most people buy a car such as this to run as cheaply as possible. And while the Corsa is getting on, it's not that old.

Scores are also poor for the Corsa's overall quality (48th) and reliability (47th), as well as for the smoothness of its drivetrain (50th) – in spite of that EV-driving contingent.

The scores for ride and handling are poor too, with placings of 42nd and 49th respectively, while the Vauxhall also doesn't get much love for its practicality. Seating versatility comes in at 48th while boot capacity is rated just three places higher. The availability of interior storage options is especially poor, with a 49th place.

The bad news continues with rear-seat legroom (49th), while a last place for all-round visibility is even worse. The quality of the interior and exterior are both ranked 49th, which is the same as the audio system as well as the heating and ventilation. We're sensing that Vauxhall Corsa owners are not too enamoured with their cars…

"My car has been at the dealer for six weeks because of the failure of lots of safety features."

"I own a Jaguar XJR, and my Corsa is every bit as much fun to drive because it's so small, light and agile."

RIDE AND HANDLING

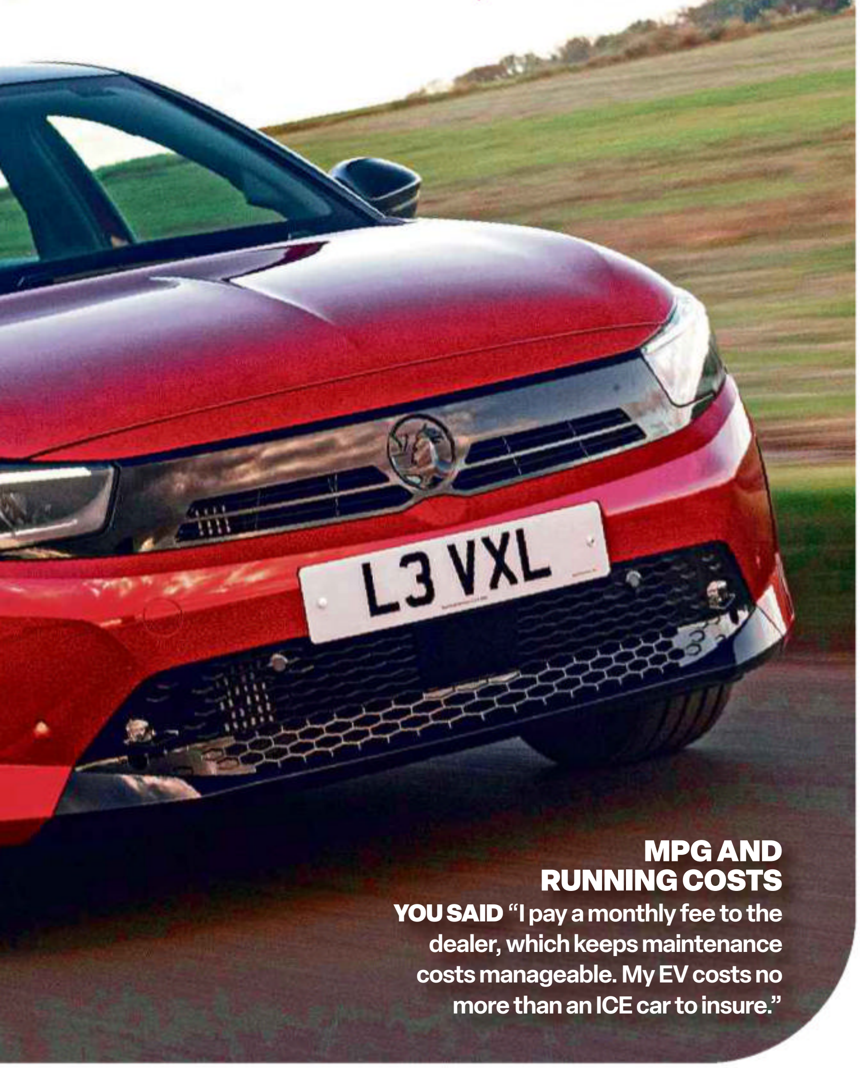
YOU SAID "It's a fantastic car that's so easy to drive. The steering is really light and the ride is very comfortable, which makes the Corsa an enjoyable car to drive over long distances."

INTERIOR AND COMFORT

YOU SAID "The front seats offer plenty of support so even long journeys are comfy. The car's controls are user-friendly, but the screens could do with being a bit bigger to improve visibility."

Mk5

"I think the exterior design is great. My Corsa looks very sporty and I'm really impressed with the finish."



MPG AND RUNNING COSTS

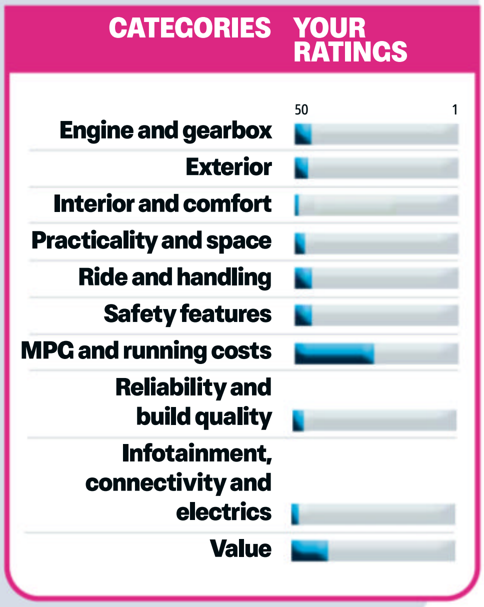
YOU SAID "I pay a monthly fee to the dealer, which keeps maintenance costs manageable. My EV costs no more than an ICE car to insure."

WHAT DO YOU LIKE?	WHAT DON'T YOU LIKE?
"It provides the perfect combination of good handling, a roomy cabin and comfortable seats."	"The car has few storage spaces, while the boot is too small to store luggage and the charging cable."
"Considering how relatively cheap the Corsa is, it looks, feels and drives like a far more expensive car."	"The touchscreen locks up so that functions can't be altered, and I have to use the steering wheel controls."
"It's perfect for one person, and the boot is plenty big enough for a weekly supermarket shop."	"On the motorway, the battery is so poor that I have to stop to recharge after less than 100 miles."
"The safety systems work well, so I feel reassured, especially when my young daughter is in the car."	"There isn't much cabin storage. The fusebox fills the glovebox to the point that it's unusable."

82.53%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



PRACTICALITY AND SPACE

YOU SAID "It's a small car but despite this it has sufficient legroom, while the generous front-seat adjustment makes it flexible enough. My brother-in-law is very tall and when he's sitting in the back seat, he has no problems, so the Corsa is very roomy."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'S GUIDE Toyota

FROM £30,000 Fifth generation of Japanese company's GT is a solid choice for enthusiasts

Richard Dredge

TOYOTA has a reputation for being ultra-conservative, with a focus on reliability and utility. Much of this is down to unexciting family cars such as the Corolla and Prius, but over the years there have been models with more pizzazz, and at the top of the pile is the Supra. Originally a halo model in the Celica range, the Supra became a stand-alone vehicle in 1986.

Seven years later a much more exciting Supra was introduced, but when that was axed in 2002 it looked like Toyota had abandoned the GT segment for good (Lexus models aside). But that wasn't the case, because in 2019 the manufacturer returned to the market with a new GT car, developed in conjunction with BMW. That was the fifth-generation Supra, which is about to be killed off – although few buyers knew about the model's existence in the first place.

HISTORY

TOYOTA opened the Supra order book in January 2019, with the first cars delivered in September 2019. All had a turbocharged 335bhp 3.0-litre six-cylinder engine that sent its power to the rear wheels via an eight-speed automatic gearbox. With 500Nm of torque, the Supra could do 0-62mph in just 4.3 seconds.

For those who didn't need quite so much performance, a 254bhp turbocharged 2.0-litre four-cylinder engined version was introduced in January 2021. This did 0-62mph in 5.2 seconds, and as with its bigger brother, it was restricted to 155mph. From June 2022, the six-cylinder engine was also available with a six-speed manual transmission.

WHICH SHOULD I BUY?

THE six-cylinder Supra feels more special than the four-cylinder, but the latter provides all of the performance you'll ever need, and it handles that little bit more sweetly thanks to its slightly lighter weight.

Six-cylinder cars came in standard or higher-spec Pro forms, while the 2.0-litre model was only available with Pro trim. The standard 3.0-litre car has adaptive cruise control, sat-nav, a 10-speaker hi-fi, electrically adjustable heated Alcantara-trimmed seats, LED headlights, adaptive suspension and a reversing camera. The Pro adds leather trim, a JBL 12-speaker audio system, head-up display and wireless phone charging.

RUNNING COSTS

ALL Supras need to be serviced every 12 months or 10,000 miles, with maintenance alternating between Minor (£365) and Major (£545). This cost includes brake fluid every other year and coolant as and when it's needed; there's no set schedule for it to be renewed.

Chain-driven engines mean there are no cambelts to replace, so you can put the cash you've saved towards the £410 VED luxury car supplement that's in place until the model's sixth birthday; all Supras cost more than £40,000 when new. Insurance isn't too bad, though, with 2.0-litre models sitting in group 34 or 35, and the 3.0-litre versions only a couple of groups higher.

PRICES

ANYTHING with an asking price of less than £30,000 will probably be an insurance write-off. You can buy an early 15,000-mile 2.0-litre Supra from £34,000, while a 3.0-litre car with 30,000 miles can be bagged for £36k.

The smaller engine accounts for fewer than a quarter of the Supras for sale, while manual-gearbox cars are very rare; more than 90 per cent of examples are automatics. Grey is the most common colour, followed by blue and red. The rarest colours are white, yellow and silver.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

0 mph
P
SPORT
12:27 pm
Door open.
20

ON THE ROAD
Both 2.0-litre and 3.0-litre BMW-derived engines are great, but we'd suggest getting a manual gearbox over the dim-witted automatic

☑ CHECKLIST

PAINT PROBLEMS
Some Supras have suffered from white spots in the paint, a problem with the lacquer. Applying heat to the affected areas seems to fix things.

WHEEL ALIGNMENT
The wheel alignment needs to be bang on or the tyres will wear unevenly, the handling will be poor and vibrations might set in. The alignment is often out.

RECALLS

TOYOTA has recalled the Supra on three occasions so far, the first two times in 2021. In January of that year a campaign was launched because a handful of models were identified as having left the factory with sub-standard fuel tanks that could leak petrol; a replacement tank was the solution.

A second recall was issued in September 2021 because faulty engine-management software meant the oil pump could be damaged; a software update cured the problem. The most recent action came in January 2024, when a few Supra owners were asked to take their cars to a dealer because the transmission ECU could work loose.

ALTERNATIVES

THE obvious rival is the BMW Z4, which shares the Supra's running gear, including the 2.0 or 3.0-litre engines. But while the Supra has a fixed roof, the Z4 comes only as a cloth-roof convertible. The Z4 is a little disappointing to drive, but you can't say the same about the Porsche 718 Cayman and Alpine A110, both of which use a turbocharged four-cylinder engine. The German and French models are terrific to drive and are assured of future classic status.

That's also true of the Alfa Romeo 4C, although this isn't really directly comparable with the Supra. Closer rivals are the Audi TT and Jaguar F-Type, while you should also check out the dynamically brilliant BMW M2, which is a practical choice too.

a Supra Mk5

PRACTICALITY

The 290-litre boot is big enough for weekend luggage, but the opening is quite small and the load lip is high

INTERIOR

WHILE some of the tech in the Supra's cabin is from BMW, you wouldn't know, because the design is pure Toyota, and it's none the worse for that. Material quality is first-rate and there's plenty of standard kit, while the infotainment (based on BMW's iDrive set-up) is easy to use.

Much of the switchgear also comes from BMW, but the sports seats are specific to the Supra and they're superb: supportive and comfortable on even the longest journeys. You sit low in them, but all-round visibility is pretty good for such a low-slung car.

Practicality isn't so good, because the boot can stow just 290 litres. But there's some extra space behind the seats and a removable panel allows for longer items to be fitted in.

SUPRA RARITIES

There have been a few specials. Just 24 3.0 Editions came in 2019 followed by 30 3.0 Jarama Race Track Editions and 45 2.0 Fuji Speedway Editions in 2021.

DIFFERENTIAL OIL LEAKS

Any Supra that's covered a very low mileage may have oil leaking from the differential. This is only because it's been over-filled in the factory. It leaks out of the breather for a while, then settles down.

ON THE ROAD

BOTH engines (from BMW) work superbly, with great power delivery and in the case of the six-cylinder, a decent soundtrack, too. The four-cylinder version weighs about 100kg less than the 3.0-litre and you can feel this with its improved agility, while the adjustable ride can be more compliant than you might expect. The slow-witted automatic gearbox is a disappointment, though, which is why the manual is the better option for really keen drivers.

DRIVER POWER

THE Supra is a niche product so it's never been in our Driver Power surveys. But Toyota is no stranger to these and in 2024, four of its cars were in our top 50, with the Yaris and RAV4 in third and fourth places respectively; the C-HR came 15th, while the Corolla was 24th.

Those are better results than in 2023, when Toyota had eight cars in the top 75, but only the Prius (eighth place) in the top 20.

TOYOTA
Supra

VERDICT ★★★⯪☆

THE final new Supras will soon be delivered to their owners and that will be the end of this eye-catching coupé. It's an intriguing proposition because it isn't scalpel-sharp to drive, practicality isn't brilliant and few exterior designs are as Marmite as this.

But the Toyota is unusual, reliable, truly quick, a decent tourer and easy to live with. As an enthusiast's car, it's essential that you immerse yourself in the owners' forums, try one or two out, and pin down if it's the right car for you. The next hurdle will be trying to find the right example, because the market is never awash with Supras.

Citroen E-C3 Prices from £21,990

1

PROS
- Auto Express Car of the Year
- Very affordable
- Impressive practicality

CONS
- Some low-rent materials
- Lacking a little refinement
- Not the most fun to drive

THE Citroen E-C3 is a small car that's able to offer all the essentials you need at a decent price.

Citroen's electric car isn't about to set any new standards in terms of luxury or how exciting and dynamic it is to drive, but that's not what the French firm set out to achieve. The E-C3 has most of the kit you'll need day-to-day, plus it's comfortable and more than capable of taking on family-car duties, thanks to its impressive cabin space. Indeed, we were so impressed by the E-C3 we named it our 2024 Car of the Year.

The Citroen has a range of up to 199 miles on a single charge, which should be plenty for most people. If an electric car doesn't suit your lifestyle, then you can also opt for a petrol-powered Citroen C3, with its peppy 1.2-litre engine and a starting price of around £18,000.

10 BEST SMALL CARS T

FROM £14,000 Small cars come in all kinds of shapes, if not sizes. Here we highlight the best

Renault Clio Prices from £18,595

3

PROS
- Striking new look
- Lots of equipment
- Great to drive

CONS
- Space in rear is a little tight
- Noisy engine in hybrid models
- Slow pure-petrol version

THE Renault Clio had an unbroken run between 2020 and 2022 as our Supermini of the Year, and there's a very good reason for this. With its fantastic blend of style, practicality and refinement, the Clio is an extremely difficult car to beat, and a mid-life facelift in 2023 has kept the striking five-door hatchback close to the top of the class.

You'll find the Clio's roomy interior offers plenty of family-friendly flexibility with its comparatively huge 391-litre boot eclipsing those of many models from the class above. Factor in the choice of an economical petrol engine or Renault's advanced E-Tech full-hybrid unit, along with generous levels of standard equipment, and you'll be hard pushed to find a supermini rival that does it better.

Renault 5 Prices from £22,995

2

PROS	CONS
Eye-catching style	Tight rear seats
Infotainment system	Not as engaging to drive as some rivals
Well priced	Annoying gear selector

AFTER plenty of anticipation, the fully electric Renault 5 has arrived, and the good news is that this is a capable little car that's worthy of its famous name. Along with its distinctive retro design, the 5 claims between 193 to 249 miles of battery range on the WLTP test cycle. Combine this with up to 148bhp and this zero-emission supermini feels at home in and out of the city.

High prices have been a deterrent for some EV buyers, but the Renault 5 is one of the cheapest new electric cars in the UK. It starts from less than £23,000, and there are a few low-rent materials here and there, but even the base model comes with a decent helping of kit. The 5 is good to drive too, if not quite as entertaining as its looks suggest, but its hot twin, the Alpine A290, could be the solution if performance is your biggest priority.

O BUY

Shane Wilkinson

Shane.Wilkinson@autoexpress.co.uk

THE best small cars on sale today aren't just easy to drive, they're also brimming with more safety kit and tech than ever before. Not only do a lot of small cars provide refinement previously reserved for 'big cars', they're inexpensive to buy and run too, plus cheap to insure.

Dacia Sandero Prices from £14,200

4

PROS	CONS
Cabin quality	Jerky power delivery on TCe
Decent to drive	Two-star Euro NCAP rating
Low entry price	Cabin noise

DACIA continues to provide affordable cars for those seeking real value for money, and the current Sandero is a tremendous example of exactly how far the no-frills manufacturer has come.

Under the skin, the Sandero shares its platform with the Renault Clio (left), which is a great starting point.

You'll find the handling safe and secure, while the Sandero provides a decent ride around town and is a competent motorway cruiser.

The turbocharged petrol motor has plenty of grunt, so you don't have to work it too hard, and the car's 10.5-metre turning circle makes slotting it into tighter spaces a doddle.

Following its sharp-looking facelift, the Sandero is no longer an also-ran, but a car that has more relevance today than ever before.

Skoda Fabia Prices from £20,295

5

PROS

Interior space
Decent on-board tech
Comfortable

CONS

Road noise at high speed
No hybrid model
Fairly dull to drive

BUYERS on the lookout for a practical supermini that has plenty of on-board tech and is comfortable on the move should put the Skoda Fabia on their shortlist.

Keen pricing from Skoda means the Fabia is able to undercut its Volkswagen Group siblings, the SEAT Ibiza and Volkswagen Polo, but its smart styling makes it every bit as desirable as its stablemates.

The real ace up the Fabia's sleeve is its interior space and impressive boot capacity. It might only be a supermini, but the Skoda Fabia comes with big-car levels of safety kit, too, including a five-star Euro NCAP rating, lane-keep assist, e-call tech and a driver-drowsiness monitor.

Fiat 500e Prices from £24,995

7

PROS

Nippy in town
Good on-board tech
Stylish

CONS

Overly light steering
Tight rear space
Fidgety ride

ELECTRIC city cars don't get much more compact or stylish than the Fiat 500e, and it fulfils its brief superbly.

With its entry prices hovering around the £25k mark, the key decision you need to make is whether you opt for the 24kWh version, which gives the car a maximum claimed range of 118 miles, or the larger-battery 42kWh model, which is claimed to manage 199 miles on a charge.

If you use the 500e purely as an in-town runabout, the 24kWh model makes a great deal of sense, but commuters who regularly use A-roads and motorways will want to plump for the more generous range that comes with the bigger battery.

Kia Picanto Prices from £15,845

9

PROS

Good to drive
Big-car kit list
Spacious and well made

CONS

1.0 engine is slow
1.2 only in pricier trims
Sandero is cheaper

THE Kia Picanto offers lots of kit and a driving experience more akin to that of a car from the class above. A recent facelift has seen more efficient engines and improved on-board tech added to the range, while Kia's excellent seven-year warranty also features – a great incentive if you plan on keeping your car for more than the length of a PCP finance deal.

Finding a second-hand Kia Picanto with plenty of warranty left shouldn't be too hard.

Practicality is good for a car of this size too; all come with five doors and there's enough space in the back for two adults. The boot has a generous 255 litres of space.

Even mid-range 3 trim has cruise control, auto-folding mirrors and a reversing camera.

Toyota Yaris Prices from £23,140

6

PROS

Great fuel economy
Lots of safety features
All models well equipped

CONS

Not as spacious as rivals
Firm suspension
Noisy engine

YOU'LL have to pay more up front to put a Toyota Yaris on your drive, compared with the other petrol models on this list. But the upside is that, with its average fuel economy of more than 60mpg, you'll save money at the pumps.

Throw in reasonable costs for car insurance and solid residual values, and the Yaris is a credible performer in the long term.

The base Icon model is well equipped, so there's no need to go any higher up the range, while strong standard safety kit and Toyota's class-leading warranty cover of up to 10 years are hard to beat. Interested buyers may have reservations over the tighter rear space and engine noise, but the Yaris is a competent and efficient small car all-rounder.

Hyundai i10 Prices from £16,380

8

PROS

Decent on-board tech
Roomy cabin
Smart looks

CONS

Automatic gearbox
Lacklustre base engine
Dull interior

THE Hyundai i10 is a tough act to beat. So tough in fact, that we named it our City Car of the Year in both 2023 and 2024.

A choice of two petrol engines is offered – a 66bhp 1.0-litre unit, which can feel sluggish on motorways, and an 83bhp 1.2-litre which is almost £1,000 more expensive. We'd stick to the manual gearbox because the automatic isn't the smoothest. Top N Line versions include a more powerful 99bhp 1.0-litre turbo, although this costs more than £18,000.

Not only is the i10 roomy and comfortable, it's also fun and agile. Even the entry Advance model has gadgets including air-con, cruise control and an eight-inch touchscreen with Apple CarPlay and Android Auto.

Renault Captur Prices from £21,495

10

PROS

Competitively priced
Great safety kit
Comfortable

CONS

1.0 feels underpowered
Not dynamic to drive
Costly insurance

IF you're searching for a small SUV that's capable of taking on family-car duties, then look no further than the Renault Captur.

Renault has a knack of being able to create generous interior space on its small-car platforms, and this small SUV has loads of room. The Captur is based on the same platform as the Clio, but thanks to a clever sliding rear bench, it has a vast 487 litres of boot space, which increases to 536 litres with the bench all the way forward.

The Captur isn't the most exciting car to drive in its class, but with a generous amount of kit, decent refinement, frugal engines and supple suspension, it has all the right ingredients to be a great choice for families.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£34195
42kWh (152) auto 500e Turismo	157	7.0	0	23	£38195

500C: add £3000

595/695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (145) 595	42.2	7.3	152	29	£23260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29960
1.4 T-Jet (180) 695 75th Anniv	39.2	6.7	162	35	£32930

595C/695C: add £2650

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£41975

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	N/A	£33895
54kWh (156) auto Speciale	254	9.0	0	N/A	£35695

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£90400

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£91400

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto Gran Coupe	23.7	3.4	270	50	£144800

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£166900

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25450
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24540
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25275
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A4 Avant - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 4	28.8	4.1	221	46	£72300

Carbon Black: add £6400
Vorsprung: add £18255

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A5 Sportback - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

A5 Coupe - 4673x1846mm
Euro NCAP: N/A **Driver Power:**N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

R8 - 4426x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray 2LT	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray 3LT	23.3	3.5	277	50	£96680

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3 Aircross - 4155x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 20th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) You!	54.2	10.1	134	18	£17830
1.2 PureTech (110) Plus	54.2	10.1	134	18	£20560
1.2 PureTech (130) auto Plus	48.5	9.2	144	21	£22140
1.5 BlueHDi (110) Max	64.0	10.8	130	15	£23800

Max: add £2100 to Plus

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995

500C: add £2675 to Hybrid, add £6000 to Electric

500X - 4269x1796mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985

Dolcevita: add £2650

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£23975
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£26975
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£24975
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£27975
54kWh (154) auto (Red)	254	9.0	0	N/A	£32995
54kWh (154) auto La Prima	252	9.0	0	N/A	£36995

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Select	233	8.0	0	N/A	£29995
53kWh (168) auto Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	**50**	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.1	43	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	N/A	£32995
81.4kWh (201) auto Air	372	7.7	0	N/A	£35995
81.4kWh (201) auto GT Line	347	7.7	0	N/A	£39495
81.4kWh (201) auto GT Line S	347	7.7	0	N/A	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	N/A	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	N/A	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	N/A	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (353) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	256.8	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	N/A	£67200
100kWh (408) auto 4	381	5.2	0	N/A	£69800
100kWh (516) auto 4S	377	4.1	0	N/A	£75400
100kWh (639) auto Turbo	367	3.3	0	N/A	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	N/A	£22995
40kWh (120) auto Techno	190	9.0	0	N/A	£24995
40kWh (120) auto Iconic Five	190	9.0	0	N/A	£26995
52kWh (150) auto Techno	248	8.0	0	N/A	£26995
52kWh (150) auto Iconic Five	248	8.0	0	N/A	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence
Anniversary Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4175x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) SZ-T	53.2	9.5	120	19	£22449
1.4 Boosterjet (129) SZ5	52.7	9.5	121	19	£24449
1.4 Boosterjet (129) SZ5 4x4	48.3	10.2	132	17	£26249

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 VVT-i Hybrid (115) at Motion	54.3	12.7	118	16	£28449
1.5 VVT-i Hybrid (115) at Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Crossland - 4212x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Ultimate	47.9	10.5	134	16	£28205
1.2 Turbo (130) auto Ultimate	46.3	9.9	144	19	£30345

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	N/A	£24705
1.2 Turbo (136) GS	49.5	8.9	129	N/A	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	N/A	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	N/A	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	N/A	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	N/A	£28505
54kWh (156) Design	249	9.0	0	N/A	£33245
54kWh (156) GS	250	9.0	0	N/A	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24315
1.0 TSI (95) auto Life	52.8	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27420
1.5 TSI (115) Match	51.9	9.9	124	17	£27595
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£30660
1.5 TSI (150) Match	51.0	8.6	126	21	£28735
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30325
1.5 TSI PHEV (204) auto Style	993.3	7.2	6	27	£37135
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40300
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£39400
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42155
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£43895
2.0 TDI (115) Match	63.5	10.2	115	19	£29390
2.0 TDI (150) auto R-Line	60.5	8.0	123	24	£34110

Style: add £1475 to Match
R-Line: add £1435 to Match

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£28820
1.5 eTSI (115) auto Life	53.9	10.3	120	17	£30410
1.5 TSI (150) Life	51.5	8.8	125	21	£29950
1.5 TSI (150) Style	50.2	8.8	128	22	£31610
1.5 eTSI (150) auto Life	53.6	8.6	120	22	£31540
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33200
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45295
2.0 TDI (115) Life	64.3	10.5	115	19	£30615
2.0 TDI (150) auto Style	58.8	8.4	126	24	£35005

R-Line: add £500 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58kWh (204) auto Pro Essential	269	7.6	0	26	£35700
58kWh (204) auto Pro Match	268	7.6	0	26	£36560
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39190
77kWh (204) auto Pro S Match	345	8.2	0	28	£40050
79kWh (326) auto GTX Performance	369	5.7	0	34	£45225

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£38505
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£41600
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£42850
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44105
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47200
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48450
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£49920
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51170

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	N/A	£51550
86kWh (286) auto Pro S Match	436	6.6	0	N/A	£55450
86kWh (340) auto 4MOTION GTX	365	5.4	0	N/A	£61980

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	N/A	£52240
86kWh (286) auto Pro S Match	424	6.7	0	N/A	£56140
86kWh (340) auto 4MOTION GTX	359	5.5	0	N/A	£62670

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) SE Family	44.0	8.9	146	18	£37670
1.5 TSI (150) SEL	44.7	8.9	144	18	£38310
1.5 TSI (150) auto SE Family	42.8	8.9	150	18	£38970
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£39610

Match: add £1095 to SE Family
R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59395
86kWh (286) auto Style LWB	286	7.9	0	40	£64195
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67795

Six seats: add £150 to SWB
Seven seats: add £150 to LWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24125
1.0 TSI (95) Match	49.4	11.3	129	9	£24300
1.0 TSI (115) Life	51.8	10.1	124	10	£24970
1.0 TSI (115) Match	51.0	10.1	126	10	£25145
1.0 TSI (115) Style	50.8	10.1	127	10	£27780
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£26580
1.0 TSI (115) auto Match	48.9	10.3	132	10	£26805
1.0 TSI (115) auto Style	48.9	10.3	132	10	£29440
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£30890
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24520
1.0 TSI (95) Match	50.9	11.1	125	12	£24695
1.0 TSI (115) Life	53.4	9.9	120	14	£25355
1.0 TSI (115) Match	52.5	9.9	123	14	£25530
1.0 TSI (115) Style	52.6	9.9	122	14	£28295
1.0 TSI (115) R-Line	52.3	9.9	123	14	£29250
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26950
1.0 TSI (115) auto Match	50.3	10.2	128	14	£27125
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29890
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30845
1.5 TSI (150) auto Style	48.7	8.2	132	22	£31420
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32340

Black Edition: add £490 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£28430
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30000
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£31740
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION Style	38.7	6.8	166	24	£37860
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43000
2.0 TDI (115) Life	58.9	10.7	126	15	£31345
2.0 TDI (115) Style	59.0	10.7	126	15	£34235
2.0 TDI (150) auto Style	56.5	8.8	131	19	£37330
2.0 TDI (150) auto 4MOTION Style	50.6	8.6	146	19	£38640

Match: add £175 to Life (not 2.0 TDI)
R-Line: add £1615 to Style (not 1.0 TSI/2.0 TDI 115)

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£34550
1.5 TSI (150) Style	45.2	10.0	142	19	£36060
1.5 TSI (150) R-Line	45.5	10.0	141	19	£38660
1.5 TSI (150) auto Style	44.9	9.4	143	20	£37755
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£40355

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	349	6.7	0	29	£44360
77kWh (286) auto 4MOTION Match	326	6.6	0	33	£46080
77kWh (340) auto 4MOTION GTX	321	5.4	0	34	£54205

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	344	6.7	0	N/A	£45860
77kWh (340) auto 4MOTION GTX	329	5.4	0	N/A	£55705

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£34075
1.5 TSI (130) auto Life	45.7	10.6	141	18	£35920
1.5 TSI (150) auto Life	45.3	9.1	142	21	£36720
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£39290
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£39695
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42525
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45095
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45500
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48220
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	N/A	£47540
2.0 TDI (150) auto Life	52.2	9.4	142	22	£37920
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£40490
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£40895

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	N/A	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	N/A	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	N/A	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	N/A	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	N/A	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	N/A	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	N/A	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	126.2	5.9	51	47	£69150
3.0 V6 TSI PHV (462) auto 4MOT R	121.0	5.2	53	49	£80710
3.0 V6 TDI (286) auto 4MOT Black Ed	34.3	6.4	215	45	£70745

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	N/A	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	N/A	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	N/A	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	N/A	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	N/A	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	N/A	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

ELON Musk, Jim Ratcliffe and Carlos Tavares have much in common. Lately, they've all bitten off more than they can chew. Each is guilty of taking their eye off the ball. Consequently, their automotive brands have suffered – for very different reasons.

Tavares finds himself out of a job after his controversial stint as Stellantis CEO came to an abrupt end last month. Sure, the 66-year old will miss his reported annual salary of around 40m Euros (£34m). But his 'leaving bonus' of almost 100m Euros (£84m) should ensure that he'll be able to keep the central heating on this winter. Has the not-so-poor bloke left the 14 Stellantis brands in great shape? Hardly.

> **"I DON'T BELIEVE THERE ARE ENOUGH HOURS IN THE DAY FOR RATCLIFFE TO GIVE THE INEOS CAR BUSINESS THE TIME, EXPERTISE AND DEDICATION THAT IT REALLY NEEDS"**

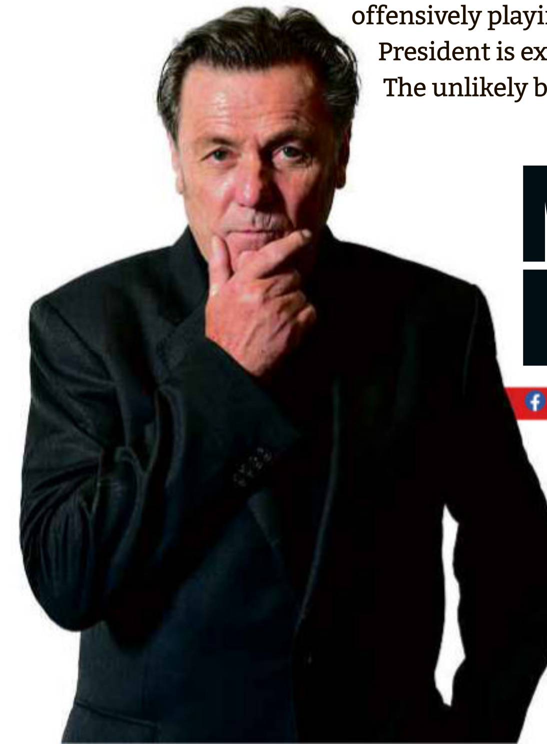
One of his final actions on the Vauxhall front was to announce the potential closure of its van plant at Luton, killing off countless jobs in the process. On the car side, the British brand's registrations on home soil plummeted by more than 21 per cent (2024 vs 2023); for decades it was the seemingly immovable No.2 (after Ford) in the Brit sales league. But with Tavares ultimately in charge of it, Vauxhall dropped out of the Top 10. Introducing stupidly high list prices for humble models such as electric Corsas, then having to slash them, damaged Carlos and more importantly, Vauxhall.

Another Stellantis brand, Maserati, registered only 28 cars in Britain last month, giving itself a miserable 0.02 per cent share of the market. Sister firm DS went one worse with a total of only 27 sales, which represents a 65 per cent drop (comparing December 2024 with Dec '23). Abarth sales plummeted 73 per cent as the company found just 18 buyers, giving the firm a woeful 0.01 per cent slice of the pie.

Away from the Stellantis clan, Ineos registered 17 vehicles last month. A shortage of seats (really?) was largely blamed, but the problem's now been resolved, the company claims. But what with his global chemical empire, Manchester United, America's Cup woes and tons more on his plate, I don't believe there are enough hours in the day for Jim Ratcliffe to give the Ineos car business the time, expertise and dedication it needs.

As for Elon Musk and his now part-time job at Tesla, credit where it's due – the company sold almost as many cars as market leader Volkswagen in the UK last month.

But globally, BYD is outselling him, with other Chinese companies queuing up to undercut then overtake. I've long admired Musk's automotive work – so much so that I inducted him into The Motoring Hall of Fame. But I'm currently witnessing what I consider to be the greatest mistakes of his working/political life. The EV-loving 'unofficial co-president' of the USA awkwardly and sometimes offensively playing politics alongside the EV-hating elected President is excruciatingly painful to watch and listen to. The unlikely bromance will, I predict, soon end in tears.



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